
BANKING, RAILWAY, AND SHIPPING
STATISTICS, IRELAND.

[JUNE, 1908.]

Presented to both Houses of Parliament by Command of His Majesty.



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DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION
FOR IRELAND.

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1908.

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To

HIS EXCELLENCY JOHN CAMPBELL, EARL OF ABERDEEN, Lord
Lieutenant-General and General Governor of Ireland.

MAY IT PLEASE YOUR EXCELLENCY,

I am directed by the Vice-President to submit to Your
Excellency the following Report on the Banking, Railway, and
Shipping Statistics of Ireland for the half-year ended the 30th
June, 1908.

I have the honour to remain,

Your Excellency's faithful Servant,

T. P. GILL,

Secretary.

DEPARTMENT OF AGRICULTURE,

AND TECHNICAL INSTRUCTION FOR IRELAND,

UPPER MERRION STREET,

DUBLIN, 30th November, 1908.

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BANKING, RAILWAY, AND SHIPPING STATISTICS, IRELAND

(JUNE, 1908).

REPORT

TO THE

SECRETARY OF THE DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND.

SIR,

I have the honour to submit the following Half-yearly Report, January-June, 1908, on the Banking, Railway, and Shipping Statistics of Ireland.

As regards Banks and Banking in Ireland the Report states (I.) the deposits and cash balances in Joint Stock Banks; (II.) the deposits in Post Office and Trustees Savings Banks in Ireland; (III.) the amount of the Government Funds, India Stocks, Guaranteed Land Stock, and War Stock on which dividends are payable at the Bank of Ireland, and (IV.) the Note Circulation of the Irish Banks of Issue.

As regards Railways in Ireland the Report states (1) the weekly traffic receipts; (2) the amount of Ordinary, Preferential and Guaranteed, and Loans and Debenture Stock, classed according to rate of dividend; (3) the amount of Capital, &c., as shown for each Railway in Ireland; (4) the length of Lines, Traffic, Gross Receipts, &c.; (5) the Working Expenditure, Net Receipts, and Rolling Stock; (6) the Receipts from Season and Periodical Tickets; and (7) the length of Light Railways and the names of the Companies by which such Railways are worked or are to be worked.

As regards Shipping the Report states the total Tonnage of Vessels entered and cleared in the Ports of Ireland in each of the years 1897-1907, and the Number and Tonnage of Vessels entered and cleared in each of the Ports in Ireland in 1907.

Two Statistical Diagrams are placed in the Report to illustrate respectively the growth of Irish Banking and of Post Office and Trustees Savings Banks (page 10) and the weekly Receipts of Irish Railways in each of the first 26 weeks of the years 1907 and 1908 (page 22).

BANKS.

I. Deposits and Cash Balances in Joint Stock Banks.

The deposits and cash balances in Joint Stock Banks amounted on the 30th June last to £50,596,000,* being the highest amount for June of which there is record, and £2,529,000 in excess of that for June, 1907. Comparing the deposits and cash balances since June, 1888—with the exception of a decrease in June, 1897—there has been a gradual increase from £30,310,000 in June, 1888, to £50,596,000 in June, 1908.

These figures are of considerable interest as indicating the growth of the operations and influence of Banking in Ireland. They do not, however, in themselves gauge the growth of "net savings." Such a growth and its extent could only be determined by a complete account of savings on the one hand, and of indebtedness on the other. But for this account the necessary data are not available.

* This amount is exclusive of £2,915,000 Government and other Public Accounts in the Bank of Ireland.

Table I.—Showing the amount of Deposits and Cash Balances in Joint Stock Banks, on 30th June, 1888–1908, compiled from Returns furnished by the several Joint Stock Banks in Ireland.†

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1888, 30th June,	30,310,000	971,000	—
1889, "	31,305,000	895,000	—
1890, "	33,061,000	1,856,000	—
1891, "	33,700,000	639,000	—
1892, "	34,565,000	865,000	—
1893, "	34,637,000	72,000	—
1894, "	35,430,000	793,000	—
1895, "	37,491,000	2,061,000	—
1896, "	38,758,000	1,267,000	—
1897, "	38,564,000	—	194,000
1898, "	38,973,000	409,000	—
1899, "	39,840,000	867,000	—
1900, "	40,387,000	547,000	—
1901, "	41,568,000	1,181,000	—
1902, "	41,945,000	377,000	—
1903, "	43,255,000	1,310,000	—
1904, "	44,581,000	1,326,000	—
1905, "	44,999,000	418,000	—
1906, "	45,842,000	843,000	—
1907, "	48,067,000	2,225,000	—
1908, "	50,596,000	2,529,000	—

† The names and the dates of foundation of the Banks, the combined statistics of which are included in Tables I. and I.(A), are as follows. Those marked with an asterisk (*) are Banks of issue.

Name.	Estab-lished.	Name.	Estab-lished.
*Bank of Ireland, . . .	1783.	*National Bank, . . .	1835.
*Northern Banking Company	1824.	*Ulster Bank, . . .	1836.
Hibernian Bank, . . .	1825.	Royal Bank of Ireland, .	1836.
*Provincial Bank of Ireland,	1825.	Munster & Leinster Bank,	1885.
*Belfast Banking Company,	1827.		

In Table I.(A), the amounts of Deposits and Cash Balances are compared by half-years. It shows that there was an increase in June last of £217,000 over the amount recorded for the preceding December.

Table I.(A)—Showing the amount of Deposits and Cash Balances in Joint Stock Banks at the undermentioned dates, compiled from Returns furnished by the several Joint Stock Banks in Ireland.

DATE	Amount.	Increase.	Decrease.
	£	£	£
1898, 30th June, .	38,973,000	—	327,000
„ 31st December,	39,438,000	465,000	—
1899, 30th June, .	39,840,000	402,000	—
„ 31st December,	40,772,000	932,000	—
1900, 30th June, .	40,387,000	—	385,000
„ 31st December,	43,280,000	2,893,000	—
1901, 30th June, .	41,568,000	—	1,712,000
„ 31st December,	42,923,000	1,355,000	—
1902, 30th June, .	41,945,000	—	978,000
„ 31st December,	44,450,000	2,505,000	—
1903, 30th June, .	43,255,000	—	1,195,000
„ 31st December,	45,399,000	2,144,000	—
1904, 30th June, .	44,581,000	—	818,000
„ 31st December,	46,115,000	1,534,000	—
1905, 30th June, .	44,999,000	—	1,116,000
„ 31st December,	45,432,000	433,000	—
1906, 30th June, .	45,842,000	410,000	—
„ 31st December,	47,909,000	2,067,000	—
1907, 30th June, .	48,067,000	158,000	—
„ 31st December,	50,379,000	2,312,000	—
1908, 30th June, .	50,596,000	217,000	—

II. Savings Banks.*

The balances of deposits in Savings Banks consist of two groups—those in the Post Office Savings Banks,

* For a note on the History of Savings Banks, see the half-yearly "Report on Banking, Railway, and Shipping Statistics, Ireland," for June, 1900, (Cd 335—1900) issued by the Department.

which are set out in Table II., and those in Trustees Savings Banks, shown in Table III.

(a) *Post Office.*

It will be seen from Table II. that at the end of June of this year, the estimated amount in the Post Office Savings Banks in Ireland stood at £10,627,000, as compared with £10,637,000 for the corresponding period of 1907, showing a decrease of £10,000.

Table II.—Showing the Estimated Balances in Post Office Savings Banks in Ireland on the 30th June, 1888–1908, compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

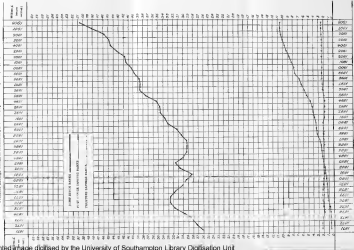
DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1888, 30th June,	3,128,000	326,000	—
1889, "	3,372,000	244,000	—
1890, "	3,585,000	213,000	—
1891, "	3,878,000	293,000	—
1892, "	4,069,000	191,000	—
1893, "	4,155,000	86,000	—
1894, "	4,687,000	532,000	—
1895, "	5,337,000	650,000	—
1896, "	5,919,000	582,000	—
1897, "	6,443,000	524,000	—
1898, "	6,957,000	514,000	—
1899, "	7,545,000	588,000	—
1900, "	7,791,000	246,000	—
1901, "	8,289,000	498,000	—
1902, "	8,709,000	420,000	—
1903, "	9,363,000	654,000	—
1904, "	9,685,000	322,000	—
1905, "	10,037,000	352,000	—
1906, "	10,459,000	422,000	—
1907, "	10,637,000	178,000	—
1908, "	10,627,000	—	10,000

Table II.(A) shows by half-years, for the past ten years, the accumulation of deposits in the Post Office Savings Banks. From this Table it appears that there has been a steady increase in each half-year, the amount to the credit of depositors reaching its maximum in June, 1907, when the balance showed an increase of £49,000 as compared with the amount in December, 1906. In the half-year ended December, 1907, the balance to the credit of depositors showed a decrease of £59,000 as compared with the amount in June 1907, and in June, 1908 an increase of £49,000 as compared with the amount in December, 1907.

Table II.(A)—Showing the Estimated Balances, at the under-mentioned dates, in Post Office Savings Banks in Ireland; compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1898, 30th June, . . .	6,957,000	251,000	—
„ 31st December, . .	7,225,000	268,000	—
1899, 30th June, . . .	7,545,000	320,000	—
„ 31st December, . .	7,717,000	172,000	—
1900, 30th June, . . .	7,791,000	74,000	—
„ 31st December, . .	8,059,000	268,000	—
1901, 30th June, . . .	8,289,000	230,000	—
„ 31st December, . .	8,438,000	149,000	—
1902, 30th June, . . .	8,709,000	271,000	—
„ 31st December, . .	9,043,000	334,000	—
1903, 30th June, . . .	9,363,000	320,000	—
„ 31st December, . .	9,549,000	186,000	—
1904, 30th June, . . .	9,685,000	136,000	—
„ 31st December, . .	9,847,000	162,000	—
1905, 30th June, . . .	10,037,000	190,000	—
„ 31st December, . .	10,230,000	193,000	—
1906, 30th June, . . .	10,459,000	229,000	—
„ 31st December, . .	10,588,000	129,000	—
1907, 30th June, . . .	10,637,000	49,000	—
„ 31st December, . .	10,578,000	—	59,000
1908, 30th June, . . .	10,627,000	49,000	—

Diagram A. Shading, Invention and Code Builders in John Smith's Reading and Manuscript of the First Edition and
 Truncated Shading Series in John's Manuscript for the period, 1850-1860



Shading, Invention and Code Builders in John Smith's Reading and Manuscript of the First Edition and
 Truncated Shading Series in John's Manuscript for the period, 1850-1860

(b) Trustees.

Table III. shows the amount of deposits at the middle of each year from 1888 to 1908, in Trustees Savings Banks. There is a decrease of £50,000 in the balances for June, 1908, as compared with those for June, 1907.

Table III.—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, on 30th June, 1888–1908; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1888, 30th June,	2,012,000	—	18,000
1889, "	2,028,000	16,000	—
1890, "	2,035,000	7,000	—
1891, "	1,972,000	—	63,000
1892, "	1,958,000	—	14,000
1893, "	1,856,000	—	102,000
1894, "	1,940,000	84,000	—
1895, "	2,034,000	94,000	—
1896, "	2,128,000	94,000	—
1897, "	2,211,000	83,000	—
1898, "	2,249,000	38,000	—
1899, "	2,307,000	58,000	—
1900, "	2,295,000	—	12,000
1901, "	2,340,000	45,000	—
1902, "	2,392,000	52,000	—
1903, "	2,467,000	75,000	—
1904, "	2,467,000	—	—
1905, "	2,459,000	—	8,000
1906, "	2,490,000	31,000	—
1907, "	2,496,000	6,000	—
1908, "	2,446,000	—	50,000

Table III.(A) gives information by half-years from 1898 to 1908 for the Trustees Savings Banks. Following a decrease of £48,000 in the second half-year, June–December, of 1907, there was a further decrease in the first half-year, January–June, of 1908, of £2,000, making a net decrease of £50,000 for the year ending 30th June, 1908.

Table III. (A)—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, at the undermentioned dates; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1888, 30th June, .	2,249,000	13,000	—
„ 31st December,	2,275,000	26,000	—
1899, 30th June, .	2,307,000	32,000	—
„ 31st December,	2,318,000	11,000	—
1900, 30th June, .	2,295,000	—	23,000
„ 31st December,	2,309,000	14,000	—
1901, 30th June, .	2,340,000	31,000	—
„ 31st December,	2,359,000	19,000	—
1902, 30th June, .	2,392,000	33,000	—
„ 31st December,	2,427,000	35,000	—
1903, 30th June, .	2,467,000	40,000	—
„ 31st December,	2,457,000	—	10,000
1904, 30th June, .	2,467,000	10,000	—
„ 31st December,	2,455,000	—	12,000
1905, 30th June, .	2,459,000	4,000	—
„ 31st December,	2,462,000	3,000	—
1906, 30th June, .	2,490,000	28,000	—
„ 31st December,	2,488,000	—	2,000
1907, 30th June, .	2,496,000	8,000	—
„ 31st December,	2,448,000	—	48,000
1908, 30th June, .	2,446,000	—	2,000

Tables IV. and IV. (A) show the progress of the total accumulation of small savings in Post Office and Trustees Banks in Ireland. From Table IV. it will be seen that the total amount in the Post Office and Trustees Savings Banks in Ireland in June, 1908, was £13,073,000, as compared with £13,133,000 for the corresponding period of the year 1907, a decrease of £60,000.

It will also be observed that there has been an increase in each year from 1888 to 1907, except in 1893, and that the balance in Savings Banks on the 30th June, 1908, was more than two and a half times the amount to the credit of depositors in June of the year 1888, the first year for which statistics are given in the Table.

Table IV.—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. and III.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1888, 30th June,	5,140,000	308,000	-
1889, "	5,400,000	260,000	"
1890, "	5,630,000	230,000	-
1891, "	5,856,000	230,000	-
1892, "	6,027,000	177,000	-
1893, "	6,011,000	-	16,000
1894, "	6,637,000	616,000	-
1895, "	7,371,000	744,000	-
1896, "	8,047,000	676,000	-
1897, "	8,654,000	607,000	-
1898, "	9,206,000	552,000	-
1899, "	9,852,000	646,000	-
1900, "	10,086,000	234,000	-
1901, "	10,629,000	543,000	-
1902, "	11,101,000	472,000	-
1903, "	11,830,000	729,000	-
1904, "	12,152,000	322,000	-
1905, "	12,496,000	344,000	-
1906, "	12,949,000	453,000	-
1907, "	13,133,000	184,000	-
1908, "	13,073,000	-	60,000

Table IV.(A), in which the amount of small savings is set forth by half-years for the past ten and a half years, shows that during that period, the half-yearly balances in Savings Banks in Ireland continuously increased, except for the period ending December, 1907, when there was a decrease of £107,000. The increase in the six months ended 30th June last is £157,000 below the average increase for the twenty other half-yearly periods covered by the Table. As between the Post Office Savings Banks and the Trustees Savings Banks the net increase of £47,000 in the balances for the June half-year, 1908, is made up of an increase of £49,000 in the case of the former, and a decrease of £2,000 in the case of the latter.

Table IV.(A)—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. (A) and III. (A).

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1888, 30th June, .	9,206,000	264,000	-
„ 31st December,	9,500,000	294,000	-
1889, 30th June, .	9,852,000	352,000	-
„ 31st December	10,035,000	183,000	-
1900, 30th June, .	10,086,000	51,000	-
„ 31st December.	10,368,000	282,000	-
1901, 30th June, .	10,629,000	261,000	-
„ 31st December,	10,797,000	168,000	-
1902, 30th June, .	11,101,000	304,000	-
„ 31st December,	11,470,000	369,000	-
1903, 30th June, .	11,830,000	360,000	-
„ 31st December,	12,004,000	174,000	-
1904, 30th June, .	12,152,000	148,000	-
„ 31st December,	12,302,000	150,000	-
1905, 30th June, .	12,496,000	194,000	-
„ 31st December,	12,692,000	196,000	-
1906, 30th June, .	12,949,000	257,000	-
„ 31st December,	13,076,000	127,000	-
1907, 30th June, .	13,133,000	57,000	-
„ 31st December,	13,026,000	-	107,000
1908, 30th June, .	13,073,000	47,000	-

The two tables which follow present some features of interest in connection with the subject of small savings. Table IV.(a) shows the balances in the Post Office and Trustees Banks in certain years since 1833. Table IV.(c) shows the number of accounts open in each class of Savings Banks on the 31st of December in each year of the period 1888-1907. The growth of the number of depositors in the case of the Post Office Savings Bank is remarkable, having considerably more than trebled in the twenty years, 1888 to 1907.

Table IV.(b)—Showing the Estimated Balances of Deposits, on 30th of June of the undermentioned years, in the Post Office and Trustees Savings Banks respectively in Ireland; and also the total deposits for both.

Year.	Trustees Savings Banks.	Post Office Savings Bank.	Total Deposits in Savings Banks in Ireland.
	£	£	£
1833, .	1,380,718	—	1,380,718
1844, .	2,749,107	—	2,749,107
1860, .	2,143,082	—	2,143,082
1870, .	2,062,758	633,000	2,695,758
1880, .	2,063,000	1,481,000	3,544,000
1885, .	2,022,000	2,325,000	4,347,000
1890, .	2,035,000	3,585,000	5,620,000
1895, .	2,034,000	5,337,000	7,371,000
1900, .	2,295,000	7,791,000	10,086,000
1905, .	2,459,000	10,037,000	12,496,000
1906, .	2,490,000	10,459,000	12,949,000
1907, .	2,496,000	10,637,000	13,133,000
1908, .	2,446,000	10,627,000	13,073,000

Table IV.(c)—Showing the Number of Accounts remaining open in Post Office and Trustees Savings Banks in Ireland, at the end of each year of the period, 1888–1907. (a.)

Year.	Trustees Savings Banks.	Post Office Savings Bank.	Total for Ireland.
1888, . . .	49,242	172,305	221,547
1889, . . .	50,455	185,360	235,815
1890, . . .	49,643	198,790	248,433
1891, . . .	49,276	212,076	261,352
1892, . . .	49,005	225,823	274,828
1893, . . .	46,505	235,944	282,449
1894, . . .	47,510	259,870	307,380
1895, . . .	48,123	280,499	328,622
1896, . . .	48,911	301,976	350,887
1897, . . .	49,518	322,486	372,004
1898, . . .	49,725	342,070	391,795
1899, . . .	50,324	362,716	413,040
1900, . . .	50,318	381,865	432,183
1901, . . .	51,191	399,839	451,030
1902, . . .	52,296	423,902	476,198
1903, . . .	53,346	446,880	500,226
1904, . . .	53,481	465,095	518,576
1905, . . .	53,670	484,310	537,980
1906, . . .	54,632	506,426	561,058
1907, . . .	54,782	525,441	580,223

(a.) Statistical Abstract for the United Kingdom.

III. Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed 2 $\frac{3}{4}$ per cent. Stock (Land Purchase Act, 1903), and War Stock.†*

It will be seen from Table V. that on the 30th June last the total amount of the Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed 2 $\frac{3}{4}$ per cent. Stock (Land Purchase Act, 1903), and War Stock† on which dividends are payable at the Bank of Ireland, was £38,210,000, or £981,000 (Guaranteed Land Stock decreased by £194,000) below the amount for the close of June, 1907, and £13,994,000 in excess of that for June, 1897, the last year previous to 1908 in which a decline in the amount of these securities is shown. It is to be noted that the amount of Guaranteed Land Stock for 30th June last was £12,493,000,‡ against £12,687,000 for the corresponding day of the preceding year, and £12,809,000 for the last day of June, 1906; and that War Stock amounted to £522,000 on 30th June, 1908, an amount £10,000 less than that of 30th June, 1907.

* Guaranteed Land Stock was created in 1892.

† War Stock was created in 1900.

‡ This a net total including Mature and Immature Stock, but excluding the amount (£1,130,000) cancelled.

Table V.—Showing the Amount of the Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock† held in Ireland at the under-mentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1888, 30th June, . . .	28,856,000	—	1,923,000
1889, " . . .	28,219,000‡	—	637,000‡
1890, " . . .	27,517,000§	—	702,000§
1891, " . . .	26,609,000	—	908,000
1892, " . . .	26,042,000	—	567,000
1893, " . . .	25,283,000	—	759,000
1894, " . . .	25,375,000	92,000	—
1895, " . . .	25,824,000	449,000	—
1896, " . . .	24,776,000	—	1,048,000
1897, " . . .	24,216,000	—	560,000
1898, " . . .	24,554,000	338,000	—
1899, " . . .	26,072,000	1,518,000	—
1900, " . . .	27,684,000	1,612,000	—
1901, " . . .	30,395,000	2,711,000	—
1902, " . . .	32,903,000	2,508,000	—
1903, " . . .	34,958,000	2,055,000	—
1904, " . . .	35,497,000	539,000	—
1905, " . . .	36,416,000	919,000	—
1906, " . . .	36,952,000	536,000	—
1907, " . . .	39,191,000	2,239,000	—
1908, " . . .	38,210,000	—	981,000

The following statement shows in round numbers the amount of each of the several descriptions of Stock included in the total amount shown for June, 1908 :—

2½ per cent. Consols (1903), . . .	£16,082,000
2½ " Annuities (1905), . . .	324,000
2½ " " (1905), . . .	47,000
Local Loans, 3 per cent., . . .	1,310,000
India 3½ per cent. Stock, . . .	3,355,000
" 3 " " . . .	2,063,000
" 2½ " " . . .	215,000
Guaranteed Land Stock, 2½ per cent.,	12,493,000
Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), . . .	1,799,000
War Stock, 2½ per cent., . . .	522,000
	<hr/> £38,210,000

* Guaranteed Land Stock was created in 1892.

† War Stock was created in 1900.

‡ India 4 per cent. Stock ceased to bear interest on 5th October, 1888, and was paid off.

§ Reduced 3 per cent. Stock and 3 per cent. Consols ceased to bear interest on 5th July, 1889.

B

Table V.(A), made up by half-years, shows that there has been a decrease of £764,000 in June, 1908, as compared with the amount at the close of the year 1907, which showed a decrease of £217,000 when compared with June of that year.

Table V.(A)—Showing the Amounts of Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed $2\frac{1}{2}$ per cent. Stock (Land Purchase Act, 1903), and War Stock* held in Ireland at the undermentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1897, 31st December, . . .	24,355,000	139,000	—
1898, 30th June, . . .	24,554,000	199,000	—
„ 31st December, . . .	25,250,000	706,000	—
1899, 30th June, . . .	26,072,000	812,000	—
„ 31st December, . . .	26,758,000	686,000	—
1900, 30th June, . . .	27,684,000	926,000	—
„ 31st December, . . .	28,362,000	678,000	—
1901, 30th June, . . .	30,395,000	2,033,000	—
„ 31st December, . . .	31,988,000	1,593,000	—
1902, 30th June, . . .	32,903,000	915,000	—
„ 31st December, . . .	33,350,000	447,000	—
1903, 30th June, . . .	34,958,000	1,608,000	—
„ 31st December, . . .	34,329,000	—	629,000
1904, 30th June, . . .	35,497,000	1,168,000	—
„ 31st December, . . .	35,602,000	105,000	—
1905, 30th June, . . .	36,416,000	814,000	—
„ 31st December, . . .	36,436,000	20,000	—
1906, 30th June, . . .	36,952,000	516,000	—
„ 31st December, . . .	37,095,000	143,000	—
1907, 30th June, . . .	39,191,000	2,096,000	—
„ 31st December, . . .	38,974,000	—	217,000
1908, 30th June, . . .	38,210,000	—	764,000

* See Notes (*) and (†), page 17.

IV. Bank Note Circulation.

The Average Bank Note circulation for June, 1908, was £6,419,000, as against £6,486,000 for 1907, showing a decrease of £67,000. Table VI. presents the June returns for the years 1898-1908.

Table VI.—Showing the average Bank Note Circulation of the Six Banks of Issue in Ireland in June of the years 1898-1908; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1898, June, .	5,740,000	—	118,000
1899, „ .	5,991,000	251,000	—
1900, „ .	6,469,000	478,000	—
1901, „ .	6,425,000	—	44,000
1902, „ .	6,401,000	—	24,000
1903, „ .	7,001,000	600,000	—
1904, „ .	6,443,000	—	558,000
1905, „ .	6,157,000	—	286,000
1906, „ .	6,124,000	—	33,000
1907, „ .	6,486,000	362,000	—
1908, „ .	6,419,000	—	67,000

* There are six Banks in Ireland authorized to issue Notes, the statistics of which are included in this Table. The total authorized issue of Notes for these Banks is £6,354,494, distributed as in the following Table:—

Name of Bank.	Amount of Authorized Circulation
	£
Bank of Ireland,	3,738,428
Provincial Bank of Ireland,	927,667
National Bank,	852,269
Ulster Bank,	311,079
Belfast Banking Company,	281,611
Northern Banking Company,	243,440
Total,	6,354,494

It will be observed from Table VI.(A) that the usual decrease of Note circulation in June, as compared with

December, took place in 1908. The decrease on this occasion was £298,000, £165,000 more than the decrease in June, 1907, as compared with December of the preceding year. The Note circulation of Irish Banks of Issue for June, 1908 (£6,419,000), is 1·0 per cent. less than the circulation (£6,486,000) in June, 1907, and 14·0 per cent. less than the circulation in December, 1902, which was the largest on record since the year 1882.

Table VI.(A).—Showing the Average Bank Note Circulation of the Six Banks of Issue in Ireland, at the undermentioned dates; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1898, June, .	5,740,000	—	728,000
„ December, .	6,401,000	661,000	—
1899, June, .	5,991,000	—	410,000
„ December, .	6,814,000	823,000	—
1900, June, .	6,469,000	—	345,000
„ December, .	7,288,000	819,000	—
1901, June, .	6,425,000	—	863,000
„ December, .	6,815,000	390,000	—
1902, June, .	6,401,000	—	414,000
„ December, .	7,468,000	1,067,000	—
1903, June, .	7,001,000	—	467,000
„ December, .	7,425,000	424,000	—
1904, June, .	6,443,000	—	982,000
„ December, .	6,781,000	338,000	—
1905, June, .	6,157,000	—	624,000
„ December, .	6,193,000	36,000	—
1906, June, .	6,124,000	—	69,000
„ December, .	6,619,000	495,000	—
1907 June, .	6,486,000	—	133,000
„ December, .	6,717,000	231,000	—
1908, June, .	6,419,000	—	298,000

* See note (C), p. 12.

The results of the analysis of the foregoing tables are :—

- 1st. That in June, 1908, as compared with the corresponding period in 1907, there was an increase of £2,529,000 in the Deposits and Cash Balances in the Irish Joint Stock Banks, and the amount of such Deposits and Cash Balances was the highest yet recorded.

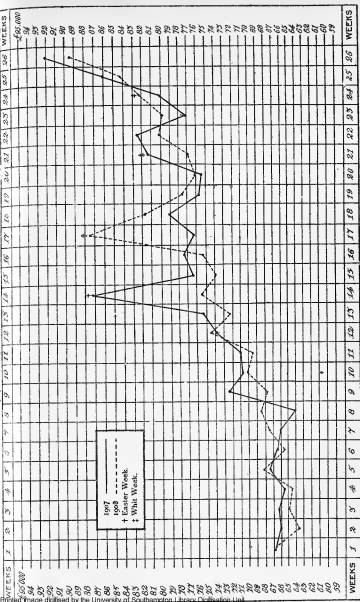
- 2nd. That there was an increase of £217,000 in Deposits and Cash Balances in the Irish Joint Stock Banks in June, 1908, as compared with December, 1907.
- 3rd. That there was a decrease of £60,000 in the Deposits in Savings Banks in Ireland in June, 1908, as compared with June, 1907.
- 4th. That there was an increase of £47,000 in the Deposits in Savings Banks in June, 1908, as compared with December, 1907.
- 5th. That there was an increase of 19,165 in the number of accounts remaining open in the Post Office and Trustees Savings Banks in Ireland on the 31st December, 1907, as compared with 31st December, 1906.
- 6th. That in June, 1908, as compared with the same period of 1907, there was a decrease of £981,000 in the amount of Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed $2\frac{1}{2}$ per cent. Stock (Land Purchase Act, 1903), and War Stock, on which dividends are payable at the Bank of Ireland, and that this decrease follows an increase of £2,239,000 in June of last year, as compared with June, 1906.
- 7th. That in June, 1908, there was a decrease of £764,000 in the amount of Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed $2\frac{1}{2}$ per cent. Stock (Land Purchase Act, 1903), and War Stock, on which dividends are payable at the Bank of Ireland, as compared with the amount in December, 1907.
- 8th. That in June, 1908, there was a decrease of £67,000 in the amount of Bank Note circulation, as compared with the corresponding period of 1907.
- 9th. That there was a diminution of Bank Note circulation to the amount of £298,000 in June, 1908, as compared with December of the previous year.

RAILWAYS.

The receipts of Irish Railways, week by week, for the first half of the year 1908, have been supplied to this Department by the authorities of the several Companies, and will be found tabulated in Table VII., and compared with the receipts for the corresponding period of the year 1907. This Table does not include the returns of the Light Railways of Ireland.

A review of the weekly traffic returns shows that in 16 weeks the receipts fell below those for the corresponding weeks of the year 1907, and in 10 weeks the receipts exceeded those for the corresponding periods, with the net result that the total receipts for the first 26 weeks of the year 1908 amounted to £1,924,514, a decrease of £14,648, or 0·8 per cent., as compared with the amount received in the first six months of the preceding year. It should be stated that the weekly receipts published in this table only approximate to completeness. The complete figures for each year are published annually by the Board of Trade.

Tables VIII. to XIII. present information relative to the financial position, traffic receipts, working expenditure, &c., of each Railway in Ireland. This information is compiled and published by the Board of Trade from returns supplied by the Railway Companies themselves, pursuant to the requirements of the Regulations of Railways Act, 1871.



IRISH RAILWAYS.

TABLES VII.-XIII.

Table VII.—COMPARATIVE Return of Weekly Railway Receipts

No. of Week in Annual Series.	Date. Week ending (1903.)		RECEIPTS FOR WEEK.						Miles open.	
			Total.		Increase in 1903 as compared with 1902.		Decrease in 1903 as compared with 1902.			
			1902.	1903.	Total.	Per Cent.	Total.	Per Cent.	1902.	1903.
	Friday,	£	£	£		£				
1*	January 3,	66,846	66,612	-	-	234	0.4	3,192	3,192	
2*	" 10,	66,077	63,689	-	-	2,388	3.6	"	"	
3	" 17,	66,206	64,921	-	-	1,284	1.9	"	"	
4	" 24,	65,529	64,493	-	-	1,036	1.6	"	"	
5	" 31,	67,449	68,002	553	0.8	-	-	"	"	
6	February 7,	66,409	65,297	-	-	1,112	1.7	"	"	
7	" 14,	66,020	67,536	1,516	2.3	-	-	"	"	
8	" 21,	63,983	63,797	1,809	2.8	-	-	"	"	
9	" 28,	72,519	67,872	-	-	4,647	6.4	"	"	
10	March 6,	70,753	70,012	-	-	741	1.0	"	"	
11	" 13,	71,060	69,427	-	-	1,633	2.3	"	"	
12	" 20,	73,817	74,429	612	0.8	-	-	"	"	
13	" 27,	75,377	72,338	-	-	3,039	4.0	"	"	
14	April 3,	87,817†	75,533	-	-	11,784	13.5	"	"	
15	" 10,	76,297	73,970	-	-	2,327	3.0	"	"	
16	" 17,	77,296	77,567	-	-	1,729	2.2	"	"	
17	" 24,	76,284	87,514†	11,230	14.7	-	-	"	"	
18	May 1,	79,115	81,739	2,624	3.3	-	-	"	"	
19	" 8,	75,713	77,406	1,693	2.2	-	-	"	"	
20	" 15,	75,493	76,144	651	0.9	-	-	"	"	
21	" 22,	81,528‡	76,812	-	-	4,716	5.8	"	"	
22	" 29,	82,754	80,217	-	-	2,537	3.1	"	"	
23	June 5,	77,123	79,899	2,776	3.6	-	-	"	"	
24	" 12,	80,081	82,212‡	2,131	2.7	-	-	"	"	
25	" 19,	86,012	84,290	-	-	1,722	2.0	"	"	
26*	" 26,	92,049	89,696	-	-	2,353	2.6	"	"	

* Owing to the closing of accounts at the end of the calendar half-year, the amounts do not in all cases represent

† Easter week.

‡ Whits week.

RAILWAYS.

in Ireland for the first twenty-six weeks of the Years 1907-1908.

AGGREGATE RECEIPTS TO DATE FROM BEGINNING OF YEAR.										No. of Week in Annual Series
Receipts per Mile.		Total.		Increase in 1908 as compared with 1907.		Decrease in 1908 as compared with 1907.		Date. Week ending (1908.)		
				Total.	Per Cent.	Total.	Per Cent.			
1907.	1908.	1907.	1908.	Total.	Per Cent.	Total.	Per Cent.			
£	£	£	£	£		£		Friday.		
20-9	20-9	66,846	66,612	-	-	234	0-4	January 3,	1*	
20-7	20-0	132,923	130,301	-	-	2,622	2-0	" 10,	2*	
20-7	20-3	199,123	195,222	-	-	3,906	2-0	" 17,	3	
20-5	20-2	264,657	259,715	-	-	4,942	1-9	" 24,	4	
21-1	21-3	332,106	327,507	-	-	4,299	1-3	" 31,	5	
20-8	20-5	393,566	393,104	-	-	5,462	1-4	February 7,	6	
20-7	21-2	464,586	460,460	-	-	3,946	0-8	" 14,	7	
20-0	21-5	528,574	529,437	863	0-2	-	-	" 21,	8	
22-7	21-3	601,093	597,309	-	-	3,784	0-6	" 28,	9	
22-2	21-9	671,346	667,321	-	-	4,525	0-7	March 6,	10	
22-3	21-8	742,906	736,748	-	-	6,158	0-8	" 13,	11	
23-1	23-3	816,723	811,177	-	-	5,546	0-7	" 20,	12	
23-6	22-7	892,100	883,515	-	-	8,585	1-0	" 27,	13	
27-4	23-7	979,417	959,043	-	-	20,369	2-1	April 3,	14	
23-9	23-2	1,055,714	1,033,018	-	-	22,696	2-1	" 10,	15	
24-2	23-7	1,133,010	1,108,585	-	-	24,425	2-2	" 17,	16	
23-9	27-4	1,309,294	1,196,099	-	-	113,195	1-1	" 24,	17	
24-3	25-6	1,288,409	1,277,838	-	-	10,571	0-8	May 1,	18	
23-7	24-2	1,364,122	1,355,244	-	-	8,878	0-7	" 8,	19	
23-7	23-9	1,439,615	1,431,388	-	-	8,227	0-6	" 15,	20	
25-5	24-1	1,521,143	1,508,200	-	-	12,943	0-9	" 22,	21	
25-9	25-1	1,603,397	1,588,417	-	-	15,480	1-0	" 29,	22	
24-2	25-0	1,681,020	1,668,316	-	-	12,704	0-8	June 5,	23	
25-1	25-3	1,761,101	1,750,528	-	-	10,573	0-6	" 12,	24	
26-9	26-4	1,847,113	1,834,818	-	-	12,295	0-7	" 19,	25	
23-8	23-1	1,839,162	1,924,514	-	-	14,648	0-8	" 26,	26*	

returned for the 1st, 2nd, and 26th weeks, respectively, by some of the Railways the receipts for access days.

TABLES VIII. to XIII., which follow, show in detail the Financial Position, in Ireland, including Light Railways. They have been compiled and Companies themselves pursuant to requirements of the Regulation of

TABLE VIII.—Showing Amount of ORDINARY, PREFERENTIAL and IRELAND classed according to the Rate per Cent. of Dividend paid or

ORDINARY			
RATE PER CENT. OF DIVIDEND PAID, OR INTEREST PAYABLE.		1903.	1904.
		£	£
Nil.		1,734,312	1,734,312
Not exceeding 1 per Cent.,		25,000	25,000
Exceeding 1 and not exceeding 2 per Cent.		27,480	27,480
" 2 and not exceeding 3 per Cent.		464,654	2,864,040
" 3 and not exceeding 4 per Cent.		7,704,913	5,325,520
" 4 and not exceeding 5 per Cent.		68,000	68,000
" 5 and not exceeding 6 per Cent.		419,280	419,280
" 6 and not exceeding 7 per Cent.		3,762,189	3,858,416
" 7 and not exceeding 8 per Cent.		—	350,000
" 8 and not exceeding 9 per Cent.		350,000	—
" 9 and not exceeding 10 per Cent.		—	—
" 10 per Cent.		—	—
PREFERENTIAL			
Nil.		845,650	845,509
Not exceeding 1 per Cent.		—	—
Exceeding 1 and not exceeding 2 per Cent.		597,548	—
" 2 and not exceeding 3 per Cent.		4,401,258	5,066,843
" 3 and not exceeding 4 per Cent.		8,512,931	8,634,760
" 4 and not exceeding 5 per Cent.		1,574,221	1,574,296
" 5 and not exceeding 6 per Cent.		248,000	248,000
" 6 per Cent.		—	—
LOANS AND			
Nil.		68,100	68,100
Not exceeding 1 per Cent.		—	—
Exceeding 1 and not exceeding 2 per Cent.		78,981	78,981
" 2 and not exceeding 3 per Cent.		1,653,685	1,699,199
" 3 and not exceeding 4 per Cent.		9,268,347	9,314,147
" 4 and not exceeding 5 per Cent.		1,411,958	1,410,658
" 5 and not exceeding 6 per Cent.		—	—
" 6 per Cent.		—	—

NOTE.—Exclusive of New Companies the

Traffic Receipts, and Working Expenditure in the year 1907, of each Railway published by the Board of Trade from information supplied by the Railway Railways Act, 1871.

GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in Interest payable in each Year from 1903 to 1907.

STOCK.

1905.	1906.	1907.	RATE PER CENT. OF DIVIDEND PAID, OR INTEREST PAYABLE.
£	£	£	
1,682,678	1,682,678	1,968,019	Nil.
86,634	86,634	—	Not exceeding 1 per Cent.
27,480	27,480	52,480	Exceeding 1 and not exceeding 2 per Cent.
2,890,928	2,495,021	148,974	" 2 and not exceeding 3 per Cent.
5,325,520	5,657,570	2,702,050	" 3 and not exceeding 4 per Cent.
68,000	48,000	5,373,520	" 4 and not exceeding 5 per Cent.
419,860	—	—	" 5 and not exceeding 6 per Cent.
3,929,712	4,414,108	4,435,387	" 6 and not exceeding 7 per Cent.
350,000	350,000	350,000	" 7 and not exceeding 8 per Cent.
—	—	—	" 8 and not exceeding 9 per Cent.
—	—	—	" 9 and not exceeding 10 per Cent.
—	—	—	" 10 per Cent.

AND GUARANTEED STOCK.

1,145,650	1,195,650	325,650	Nil.
—	—	—	Not exceeding 1 per Cent.
—	—	—	Exceeding 1 and not exceeding 2 per Cent.
4,191,088	4,401,560	4,407,091	" 2 and not exceeding 3 per Cent.
9,043,850	9,166,130	9,681,171	" 3 and not exceeding 4 per Cent.
1,568,296	1,516,296	1,516,296	" 4 and not exceeding 5 per Cent.
248,000	248,000	48,000	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.

DEBENTURE STOCK.

68,100	68,100	68,100	Nil.
—	—	—	Not exceeding 1 per Cent.
78,981	78,981	78,981	Exceeding 1 and not exceeding 2 per Cent.
1,747,833	1,869,597	1,901,402	" 2 and not exceeding 3 per Cent.
9,329,197	9,368,418	9,997,607	" 3 and not exceeding 4 per Cent.
1,410,639	1,393,792	1,041,377	" 4 and not exceeding 5 per Cent.
—	—	—	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.

less of which were in course of construction.

Table IX.—Showing AMOUNT OF CAPITAL, &c., of

NOTE.—The heavy figures show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND					
	By Shares and Stock.	By Loans and Debt-stocks.	Total.	Ordinary.		Preferential.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	
Ballycastle,	80,000	45,000	125,000	61,634	Nil	—	—	—	
Bantry Extension,	Worked by the Cork, Bandon, and South Coast.								
Belfast and County Down, (See also Downpatrick, Killough, and Ardglass, p. 61.)	1,081,000	406,000	1,487,000	429,000	6½	{ 233,350 50,000 283,350	{ 4 5 9	{ 4 4 8	
Castleblayney, Keady and Armagh,	300,000	150,000	450,000	290,279	Nil	—	—	—	
Central Ireland Railways,	See under Great Southern and Western.								
City of Dublin Junction,	See under Dublin and South Eastern.								
Cleanability Extension,	Worked by the Cork, Bandon, and South Coast.								
Collooney, Ballina, and Belmullet Railways and Pier,	1,500,000	750,000	2,250,000	—	—	—	—	—	
Cork and Macroom Direct,	136,200	29,108	235,208	32,000	2½	44,150	5	5	
Cork, Bandon, and South Coast, (See also Baltimore and Sal- terreen, and Bantry Bay Ex- tension, p. 61.)	644,628	207,907	852,535	{ 240,000 —	{ 2½ —	{ 270,390 48,000	{ 4 5½	{ 4 5½	
Worked by the Cork, Bandon and South Coast.									
Bantry Extension,	70,000	35,000	105,000	30,000	Nil	—	—	—	
Cleanability Extension,	60,000	20,000	80,000	25,000	1½	—	—	—	
Don Valley,	30,000	65,000	125,000	27,000	Nil	—	—	—	
Cork, Blackrock, and Passage,	226,200	205,250	431,450	{ 53,700* 32,820* 55,320	{ Nil Nil Nil	{ 26,000 20,000 2,000	{ 4 4 5	{ Nil Nil Nil	
Cork City Railways,	100,000	50,000	150,000	8,750	Nil	—	—	—	
County Donegal Railways Joint Committee,	See under Midland (Irish Section), pp. 39 and 43.								

RAILWAYS upon the 31st December, 1907.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, the figures given in Roman type.

PAID CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.						PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec., 1907.	Total on 31st Dec., 1904.			
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£		
—	—	—	61,534	—	—	28,199	4	28,199	89,533	89,533	—		
11,400	5	5	971,334	3,788	5	138,000 230,000	3 8	368,054	1,333,785	1,333,785	—	*Capitalized value of Land Rent-charges.	
—	—	—	280,379	—	—	—	—	—	280,379	273,184	—	Line not open for public traffic on 31st Dec., 1907.	
—	—	—	—	—	—	—	—	—	—	—	—	No capital has been raised at 31st Dec., 1907.	
—	—	—	134,200	—	—	75,630	4	75,630	211,830	211,830	—	In addition to the sums raised by the issue of stocks and shares, the Company has received a grant of £15,000 from the Government towards the construction of the Bantry Bay Extension Line.	
—	—	—	564,389	—	—	207,937	4	207,937	772,326	763,406	21,920	*Including a subscription of £8,375 to the Bantry Bay Steamship Company.	
—	—	—	—	—	—	8,957	4	8,957	8,957	8,957	—		
80,000	5	5	70,000	—	—	35,000	5	35,000	105,000	105,000	—	*Baronial Guaranteed Shares.	
10,000	5	5	40,000	—	—	20,000	4	20,000	60,000	60,000	—	*Baronial Guaranteed Shares.	
10,000	5	5	80,000	—	—	40,000	4	40,000	120,000	120,000	—	*Baronial Guaranteed Shares.	
—	—	—	235,240	65,000	4	152,080 300 3,500	4 12 14	159,880	426,220	426,220	—	*Undivided Shares. †Preferred Shares. ‡Deferred Shares.	
—	—	—	3,750	—	—	—	—	—	3,750	—	—	Line not open for public traffic on 31st Dec., 1907.	

Table IX.—(continued)—Showing AMOUNT of CAPITAL, &c.,

NOTE.—The heavy figures show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY,	AUTHORISED CAPITAL			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
<i>Dublin and Kingstown.</i>	<i>Leased to the Dublin and South Eastern.</i>							
<i>Dublin and South Eastern.</i>	1,430,667	1,351,225	2,811,783	945,900	Nil	453,567	4	4
				125,310	—	217	4	4
<i>City of Dublin Junction.</i>	300,000	150,000	450,000	25,000	Nil	50,000	4	Nil
<i>New Ross and Waterford Extension.</i>	500,000	100,000	600,000	—	—	—	—	—
<i>Leased to the Dublin and South Eastern.</i> <i>Dublin & Kingstown.</i>	350,000	110,000	460,000	350,000	7½	—	—	—
<i>Dublin, Wicklow, and Wexford.</i>	<i>Name changed to "Dublin and South Eastern," under Act of 6 Rds.</i>							
<i>Dundalk, Newry, and Greenore.</i>	451,000	—	451,000	387,500	Nil	—	—	—
<i>Great Northern of Ireland.</i>	6,662,514	2,300,183	8,853,702	2,961,206	6½	1,408,195	4	4
				—	—	6,710	4	4
<i>Great Southern and Western.</i>	10,316,516	4,233,010	14,549,526	5,325,620	4½	1,156,100	4	4
<i>Central Ireland. Separate Undertaking.</i>	297,480	90,000	397,480	27,480	2	—	—	—
<i>Worked by the Great Southern and Western.</i> <i>Southern.</i>	394,000	181,000	575,000	71,320	Nil	67,650	5	Nil
<i>Trillick and Fonthill.</i>	45,000	10,000	55,000	13,250	Nil	—	—	—
(See also <i>Athenry and Tuam Extension to Claremorris</i> , pp. 34 and 35; <i>Colleeney and Swinsford, Claremorris and Swinsford, Headford and Kenmare, and Kilsorghlin and Valentia</i> , p. 61.)								
<i>Rice Valley.</i>	<i>Worked by the Cork, Brandon, and South Coast.</i>							

of IRISH RAILWAYS upon the 31st December, 1907.

Companies have been pecuniarily increased by conversion, consolidation, or division of their stocks, the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec. 1907.	Total on 31st Dec. 1904.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	1,430,067	—	—	1,031,225	4	1,031,225	2,461,732	2,523,377	—	* Nominal reduction of Capital.
—	—	—	125,583	—	—	77,933	4	77,933	61,555*	—	—	
225,000	4	4	300,000	—	—	125,830	4	125,830	428,830	428,830	—	
100,000	4	4	100,000	—	—	—	—	—	190,000	100,000	—	
—	—	—	350,000	300	Nil	61,000	3½	61,300	411,300	411,300	—	
F.T. & S.L.												
—	—	—	387,500	—	—	—	—	—	337,500	333,900	—	* Borrowing powers (£150,000) transferred to the "London & North Western Co."
800,270	4	4	6,256,673	—	—	2,347,702	4	2,347,702	8,563,435	8,455,164	100,000	
41,854	4	4	145,184	—	—	126,300	4	126,300	263,464	268,404	314,279	
1,06,381	4	4	9,617,804	—	—	3,974,834	4	3,974,834	13,392,538*	12,399,819	590,000	* A sum of £350,000 was received by this Company from the Government in respect of the Collooney and Chesham lines.
—	—	—	27,480	—	—	—	—	—	27,480	27,480	—	
61,000	5	5	301,370	60,294	4	34,303	4	104,597	306,207	306,207	—	
10,000	5	5	43,250	15,000	5	—	—	15,000	16,850	58,850	—	

* Subscription to Joint Committees.

Table IX. (continued)—Showing AMOUNT OF CAPITAL, &c.,

NOTE.—The heavy figures show the amounts by which the Capitals of the various Companies are, in all cases, exceeded.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Letterkenny,	Worked by the Londonderry and Lough Swilly.							
Limavady and Dungiven,	Undertaking vested in the "Midland" Railway Company under							
Lisnaveel and Ballyhamon (Monaghan),	22,000	11,000	33,000	22,600	NIL	—	—	—
Londonderry and Lough Swilly,	170,000	44,285	214,285	61,329	7	49,635	5	5
Worked by the Londonderry and Lough Swilly. } Letterkenny,	150,000	123,000	273,000	67,155	NIL	—	—	—
Midland Great Western of Ireland, (See also Ballinacree and Clonsilla, and Longhrea and Atymon, pp. 34-35; and Ashill Extension; Ballina and Kishin; Galway and Clifden; and Westport and Malinbeg, p. 61.)	4,766,380	2,422,931	7,189,311	2,370,060	3½	1,062,350	4	4
				24,607	2½	300,000	5	5
Midland (Irish Section) County Demagog Railways Joint Committee,* (See also Donegal and Killybegs and Stranorlar and Glenties, p. 61.)	280,000	201,000	481,000	33,001	2½	220,335	2½	2½
				24,607	2½			
Northern Counties Committee,	6,125,000	1,514,000	7,639,000	56,189	2½	4,061,926	5½	2½
				35,732	2½			
Mullingar, Kells and Drogheda,	200,000	175,000	375,000	2,100	NIL	—	—	—
New Ross and Waterford Extension,	See under Dublin, and South Eastern.							
Parganstown and Fortuna Bridge,	85,000	21,000	106,000	—	—	—	—	—
Sligo, Leitrim, and Northern Counties,	200,000	200,000	400,000	100,000	NIL	50,000	5	NIL
Southern,	Worked by the Great Southern and Western.							
Strabane and Letterkenny,	100,000	55,000	155,000	120,296	NIL	—	—	—
Tralee and Fermoy,	Worked by the Great Southern and Western.							
Waterford and Tramore,	58,000	19,200	77,200	42,000	5	10,000	5	5
TOTAL,	31,606,310	15,556,215	47,162,525	15,373,032	—	9,943,736	—	—
				(39,810)†	—	5,527	—	—

† Nominal reduction of capital.

Table IX. (continued)—AMOUNT OF CAPITAL, &c., of

NOTE.—The heavy figures show the amounts by which the Capitals of the various stocks. These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
LIGHT RAILWAYS AUTHORIZED UNDER THE								
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Athenry and Tuam Extension to Claremorris.	100,000	—	100,000	3,000	NIL	—	—	—
Ballinacorney and Timoleague Junction.	See under Timoleague and Courtmacsherry Extension.							
Ballinacorney and Claremorris.	90,000	—	90,000	—	—	—	—	—
Beeshbrook and Newry Tramway.	20,000	6,500	26,500	15,000	NIL	—	—	—
Bray and Runkerry.	71,000	33,000	104,000	20,000	NIL	—	—	—
Currikerbeg Harbour Junction.	7,500	5,000	12,500	750	NIL	—	—	—
Cavan and Leitrim (Limited).	300,000	—	300,000	—	—	—	—	—
Clogher Valley.	150,000	—	150,000	—	—	—	—	—
Cork and Muckerry.	75,000	—	75,000	—	—	—	—	—
Doughmore Extension.	35,000	—	35,000	2,000	NIL	—	—	—
Loughrea and Attymon.	70,000	—	70,000	—	—	—	—	—
Newry, Keady, and Tynan	100,000	75,000	175,000	—	—	—	—	—
Schull and Skibbereen Tramway and Light Railway.	57,000	—	57,000	—	—	—	—	—
Schull and Skibbereen Tramway and Light Railway Extension.	1,500	—	1,500	—	—	—	—	—
South Clare (Limited).	Worked by the West Clare (Limited).							
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.	35,000	—	35,000	—	—	—	—	—
Trillick and Dingle.	70,000	—	70,000	30,000	NIL	—	—	—
West Clare (Limited).	100,000	—	100,000	16,500	NIL	—	—	—
Worked by the West Clare. } South Clare (Limited)	100,000	—	100,000	50,000	NIL	—	—	—
Wexford Tramway.	Private undertaking.							
TOTAL.	1,538,000	101,500	1,639,500	112,250	—	—	—	—
GRAND TOTAL, IRELAND.	35,800,310	15,077,795	50,878,105	33,485,835	—	9,947,716	—	—
				133,810*	—	6,527	—	—

RAILWAYS upon the 31st December, 1907.

Companies have been nominally increased by conversion, consolidation, or division of their shares, the figures given in Roman type.

PAID-UP CAPITAL.				CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBTENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.				Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st Dec. 1907.	Total on 31st Dec. 1906.		
Amount.	Guaranteed.	Rate of Dividend.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
100,000	4	4	100,000	—	—	—	—	—	100,000	100,000	—	Line worked by the Great Southern & Western.
71,640	5	5	71,640	—	—	—	—	—	71,640	71,640	—	Accounts to the 31st Oct. 1907, line worked by the "Midland Great Western."
—	—	—	15,000	—	—	—	—	—	15,000	15,000	—	
—	—	—	25,000	—	—	—	—	—	25,000	25,000	—	Line authorized by the Bury and Epsom Light Railway Act, 1904. The railway is partly constructed, but has not been opened for public traffic.
7,230	5	5	7,230	—	—	—	—	—	7,230	7,230	—	
190,085	5	5	190,085	—	—	—	—	—	190,085	190,085	—	Accounts to the 31st October, 1907.
123,310	5	5	123,310	—	—	—	—	—	123,310	123,310	—	Accounts to the 30th September, 1907.
75,000	5	5	75,000	—	—	—	—	—	75,000	75,000	—	
33,000	4	4	33,000	—	—	—	—	—	33,000	33,000	—	Accounts to the 31st Oct. 1907. Line worked by the "Midland Great Western."
54,445	5	5	54,445	—	—	—	—	—	54,445	54,445	—	
—	—	—	—	—	—	—	—	—	—	—	—	Line authorized by the Newry, Keady, and Tynan Light Railway Act, 1904. No capital had been raised at 31st December, 1907.
57,000	5	5	57,000	—	—	—	—	—	57,000	57,000	—	
—	—	—	—	—	—	—	—	—	—	—	—	This capital was authorized in connection with an extension of the Echall and Kilsbarnon Tramway and Light Railway, but the cost of the extension was met out of the "Irish Indenture Fund," which was raised by voluntary subscriptions, and no portion of the £50,000, for which the act authorized, has been raised.
35,000	5	5	35,000	—	—	—	—	—	35,000	35,000	—	By Order in Council, 18th July, 1904, the Treasury released their liability in respect of the dividend on the Guaranteed Capital by the payment of £35,000. The Guaranteed Capital of the Company was reduced by a like amount. Should the railway be closed for traffic at any time, the balance which, jointly with the Treasury, guaranteed the dividend will be liable to pay to the Crown an annual sum equal to 1 per cent. on the £35,000, so long as the line remains closed.
70,000	4	4	70,000	—	—	—	—	—	70,000	70,000	—	
180,000	4	4	180,000	—	—	—	—	—	180,000	180,000	—	Accounts to the 31st October, 1907.
140,000	4	4	140,000	—	—	—	—	—	140,000	140,000	—	Accounts to the 31st October, 1907.
1,177,210	—	—	1,177,210	—	—	—	—	—	1,177,210	1,177,210	—	TOTAL.
34,481,454	—	—	34,481,454	286,392	—	12,804,068	—	13,087,467	44,568,313	44,421,594	96,670*	GRAND TOTAL (IRELAND.)
8,571	—	—	8,571	—	—	207,255	—	207,255	215,426	277,412	—	

Table X.—Showing LENGTH of LINE, TRAFFIC, GOODS

YEAR ENDED 31ST DECEMBER, 1907.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH INCLUDING SIDINGS, IN EQUIVALENT OF SINGLE TRAIL.	PASSENGER TRAFFIC			
	Double or more.	Single.	TOTAL.		Number of Passengers conveyed (exclusive of Season and Periodical Traffic).			
				Miles.	1st Class.	2nd Class.	3rd Class (including Paragon-tour).	TOTAL.
Ballycastle,	-	16	16	15	4,169	5,579	105,695	115,443
Bantry Extension,	-	-	-	Worked by the Cork, Brandon, and South Coast.				
Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.")	23	37	50	125	189,481	308,534	2,271,573	2,869,588
City of Dublin Junction,	-	-	-	Worked by the Dublin and South Eastern.				
Clonsilla Extension,	-	-	-	Worked by the Cork, Brandon, and South Coast.				
Cork and Macroom Direct,	-	25	25	27	15,678	4,426	133,790	153,994
Cork, Brandon and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clonsilla Extension," and "Den Valley.")	1	91	95	109	99,631	5,168	422,871	527,670
Cork, Blackbrook, and Passage,	2	14	16	20	121,994	-	369,865	491,859
County Donegal Railway Joint Committee, (Including the "Donegal and Killybegs," and the "Stranoe and Glenties.")	-	51	51	59	4,090	10,094	220,072	234,256
Dublin and Kingstown,	-	-	-	Leased to the Dublin and South Eastern.				
Dublin and South Eastern, (Including the "City of Dublin Junction" and "Dublin and Kingstown" and "Wicklow Tramways.")	29	135	161	217	295,016	1,439,427	3,285,573	5,019,996
Dundalk, Newry, and Greenore,	-	26	26	30	10,305	7,000	165,368	182,673
Great Northern of Ireland,	164	378	542	895	193,175	641,655	5,971,033	6,775,863
Great Southern and Western of Ireland, (Including the "Athlone and Tuam Extension to Clonsilla," "Coblenz and Clonsilla," "Headford and Kenmare," "Kilgarlin and Valentia," "Southern," "Tralee and Fenit" Also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbours Company.")	240	854	1,134	1,537	200,575	389,308	5,592,063	6,181,946

RECEIPTS, &c., of IRISH RAILWAYS in 1907.

SHEET WHERE OTHERWISE STATED.

Receipts of Periodical Tickets—Equivalent to Receipts in Annual Ticket.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
	Tons.	Tons.				
5	8,442	9,378	Mixed.		47,080	Ballycastle. <i>Bantry Extension</i>
136	190,535	119,945	(a) 994,902	92,443	189,335	Belfast and County Down. <i>City of Dublin Junction.</i> <i>Glenside Extension.</i>
64	8,546	35,546	50,325	17,004	(b) 83,609	Cork and Macroom Direct
132	30,746	143,426	225,897	100,532	(c) 491,509	Cork, Brandon, and South Coast.
100	—	5,882	113,776	2,788	116,564	Cork, Blackrock, and Passage.
11	10,382	44,945	201,134	17,960	219,166	County Donegal Railways Joint Committee. <i>Dublin and Kingslee &c.</i>
153	105,339	209,339	1,065,834	324,563	1,370,787	Dublin and South Eastern.
16	7,684	31,392	75,330	25,888	(d) 110,379	Dundalk, Newry, and Greenore.
214	504,003	925,921	(e) 2,833,198	1,126,185	3,959,383	Great Northern of Ireland.
1001	573,088	1,335,790	3,967,463	2,166,769	6,074,232	Great Southern and Western of Ireland.

(continued on next page.)

(a) Including 79,133 miles run by rail-motor carriages.

(b) Including 21,090 miles run by mixed trains.

(c) Including 9,442 miles run by mixed trains.

(d) Including 206,411 miles run by Steam Rail Motor Cars, and 87,421 miles run by Electric Tramway Cars.

(e) Including 65,830 miles run by mixed trains.

Table X.—(continued).—Showing LENGTH of LINE, TRAFFIC, GROSS
YEAR ENDED 31st DECEMBER, 1907.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGER					
	RECEIPTS FROM PASSENGERS.					Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.
	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Peripatetic Tickets.	Total from Passengers.	
	£	£	£	£	£	£
Ballycastle.	137	271	2,542	24	3,081	487
Bantry Extension.	Worked by the Cork, Brandon, and South Coast.					
Belfast and County Down. (Including the "Downpatrick, Killough, and Ardigna.")	8,146	13,905	58,833	13,046	98,982	9,870
City of Dublin Junction.	Worked by the Dublin and South Eastern.					
Clewelly Extension.	Worked by the Cork, Brandon, and South Coast.					
Cork and Mineam Direct.	1,617	386	5,258	318	6,973	961
Cork, Brandon, and South Coast. (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Ex- tension," "Clewelly Extension, and "Den Valley".)	6,823	1,181	23,904	1,287	32,695	6,188
Cork, Blackrock, and Passage.	3,873	—	7,069	2,205	13,147	686
County Down Railways Joint Committee. (Including the "Downpatrick and Killybegs" and the "Stranorlar and Glenties".)	563	1,605	9,793	84	11,756	2,514
Dublin and Kingstown.	Leased to the Dublin and South Eastern.					
Dublin and South Eastern. (Including the "City of Dublin Junction" and "Dublin and Kingstown" and "Wicklow Tramways".)	55,061	41,721	70,027	16,966	183,793	30,563
Dundalk, Newry, and Greenore.	425	359	3,822	37	4,623	2,029
Great Northern of Ireland.	22,385	61,720	330,784	16,085	436,482	61,625
Great Southern and Western of Ireland. (Including the "Athenry and Tuam, Ex- tension to Clonsilla," "Collooney and Clonsilla," "Headford and Kenmare," "Killybegs and Valentia," "Southern," "Tralee and Verit," Also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbour Company".)	57,494	68,149	428,971	10,866	665,604	115,445

RECEIPTS, &c., of IRISH RAILWAYS in 1907.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-tanks, Canals, Harbours, Docks, &c.	Miscellaneous: Rents, Tolls, Holdings, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mails*.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
300	3,781	1,541	166	64	2,448	—	23	6,332	Ballycastle. <i>Bantry Extension.</i>
1,400	110,332	35,970	2,365	11,560	39,904	—	13,484	168,747	Belfast and County Down. <i>City of Dublin Junction.</i> <i>Clewelly Extension.</i>
111	3,045	8,331	1,343	1,121	10,795	—	271	19,111	Cork & Macroom Direct.
5,630	44,543	39,001	8,623	3,025	51,649	—	305	54,897	Cork, Bandon, and South Coast.
90	13,852	1,445	89	—	1,534	6,135	86	21,598	Cork, Blackrock, and Passage.
335	14,005	12,328	1,708	1,601	15,637	—	121	30,663	County Donegal Railways Joint Committee. <i>Dublin and Kingstown.</i>
15,967	198,972	91,031	16,046	11,045	112,022	—	9,719	290,704	Dublin & South Eastern.
60	6,731	8,535	1,175	498	9,663	—	7,330	24,060	Dundalk, Newry, and Greenore.
13,217	366,205	351,609	54,290	71,360	467,259	—	37,976	1,071,449	Great Northern of Ireland.
40,677	737,286	482,449	134,364	87,318	704,131	—	15,391	1,427,735	Great Southern & Western of Ireland.

* Including receipts for carriage of mails by steamboats belonging to the Companies.

Table X. (continued).—Showing LENGTH OF LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1907.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH INCLUDING SIDINGS IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class (including Paraffin-tariff).	TOTAL.
<i>Ilen Valley.</i>								
					<i>Worked by the Cork, Brandon, and South Coast.</i>			
<i>Letterkenny.</i>								
					<i>Worked by the Londonderry and Lough Swilly.</i>			
<i>Listowel and Ballyhunion.</i>	-	9	9	10	3,371	—	41,307	44,678
<i>Londonderry and Lough Swilly.</i> (Including the "Burtouport Extension" and "Carn-dough Extension" and "Letterkenny.")	-	99	99	102	10,739	38,649	532,199	581,587
<i>Midland Great Western of Ireland.</i> (Including the "Achill Extension," "Ballina and Kesh," "Bellinakeel and Clontarf," "Galway and Uppiden," "Loughrea and Attinon," and "Westport and Malinbeg.")	163	376	539	702	84,420	140,026	1,465,901	1,690,347
<i>Midland (Northern Counties Committee)</i> Northern Counties Section (including the "Limavady and Dungiven" to the 30th June (a)).	36	227	263	354	80,968	132,421	3,214,732	3,428,121
<i>Sligo, Leitrim, and Northern Counties.</i>	-	43	43	46	2,027	7,848	141,090	151,965
<i>Southern.</i>								
					<i>Worked by the Great Southern and Western.</i>			
<i>Tralee and Frail.</i>								
					<i>Worked by the Great Southern and Western.</i>			
<i>Waterford and Tramore.</i>	-	7	7	8	79,911	—	175,863	255,774
<i>Waterford and Wexford Line.</i>								
<i>Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.</i>								
					<i>Worked by the Great Southern and Western.</i>			
TOTAL.	668	2,460	3,128	4,596	1,361,606	3,180,126	24,140,393	28,682,125

(a) Vested in Midland under Act of 7 Edw., c. 130.

RECEIPTS &c., of IRISH RAILWAYS in 1907.

EXCEPT WHERE OTHERWISE STATED.

Number of Trains in Annual Tables.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	
	Tons.	Tons.				
						<i>Ben Valley.</i>
						<i>Letterkenny.</i>
3	2,682	1,374	Mixed.		22,663	Lislowel and Ballybunion.
119	18,423	74,086	Mixed.		300,328	Londonderry and Lough Swilly
303	106,810	546,163	1,665,601	975,548	2,681,119	Midland Great Western of Ireland
103	417,679	447,943	1,813,770	506,492	1,826,262	Midland (Northern Counties Committee).
27	6,114	59,496	78,992	67,836	124,020 (b)	Sligo, Leitrim, and Northern Counties.
						<i>Southern.</i>
						<i>Trillick and Fintona.</i>
28	5,568	1,512	Mixed.		44,373	Waterford and Tramore
						Waterford and Wexford Lines.
<i>always are part of the "Dublin and Rosslare" Railways and Harbours Company's undertakings.</i>						Waterford, Dungarvan, and Lismore and Fermoy and Lismore Lines.
10,361	1,902,281	3,008,372	12,000,516	5,900,323	18,155,686	TOTAL.

(continued on next page.)

(b) Including 29,974 miles run by mixed trains.

(c) Includes 689,864 miles run by mixed trains.

Table X.—(continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1907.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS.					
	RECEIPTS FROM PASSENGERS.					Excess Licence, Parcel, Carriage, Horse, Post, &c.
	1st Class.	2nd Class.	3rd Class (Including Parasitism- bury).	Freight of Season or Special Tickets.	Total from Passengers.	
	£	£	£	£	£	£
<i>Ilen Valley</i>	<i>Worked by the Cork, Bandon, and South Coast.</i>					
<i>Letterkenny</i>	<i>Worked by the Londonderry and Lough Swilly.</i>					
<i>Listowel and Ballyvaughan</i>	164	—	1,233	31	1,428	166
<i>Londonderry and Lough Swilly</i> (Including the "Bartonport Extension," "Carndonagh Extension," and "Letter- kenny.")	907	2,154	15,946	623	19,630	3,383
<i>Midland Great Western of Ireland</i> (Including the "Achill Extension," "Ballina and Killybegs," "Ballinrobe and Claremorris," "Galway and Omagh," "Loughrea and Athy," and "Westport and Mullarney.")	22,643	32,879	147,361	3,395	206,378	41,106
<i>Midland (Northern Counties Committee)</i> Northern Counties Section (Including the "Limavady and Dungiven" to the 30th June (a)).	8,966	11,265	116,619	10,716	146,945	22,669
<i>Sligo, Letterkenny, and Northern Counties</i>	412	994	5,261	145	6,712	1,266
<i>Southern</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Trillick and Fintona</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Waterford and Tramore</i>	2,319	—	3,355	402	6,076	237
<i>Waterford and Wexford Lines</i>	<i>Worked by the Great Southern and Western. The</i>					
<i>Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.</i>						
TOTAL	161,773	222,344	1,261,914	82,289	1,715,690	319,029

(a) Voted in the Midland under Act of 7 Ed., c. 180.

RECEIPTS, &c., of IRISH RAILWAYS in 1907.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steamboats, Canals, Harbours, Docks, &c.	Miscellaneous: Receipts, Tolls, Hotels, &c.	Total Gross Receipts from all Sources of Traffic.	NAME OF COMPANY.
Mails.*	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
									<i>New Valley.</i>
									<i>Letterkenny.</i>
156	1,660	281	7	233	521	—	70	2,351	Listowel & Tollymore.
1,300	24,014	11,371	1,825	1,995	16,062	—	369	40,318	Londonderry and Lough Swilly.
30,220	280,047	211,154	88,549	21,543	321,216	5,385	10,560	617,118	Midland Great Western of Ireland.
6,251	182,686	117,750	7,601	47,518	173,909	—	28,411	384,066	Midland (Northern Counties Committee).
375	11,233	15,721	3,944	584	16,769	—	194	23,332	Sligo, Leitrim, and Northern Counties.
									<i>Southern.</i>
									<i>Trillick and Fintona.</i>
12	6,626	518	7	109	434	—	163	7,313	Waterford and Tramore.
<i>railways are part of the "Fishguard and Bangor" Railways and Harbours Company's undertakings.</i>									<i>Waterford and Wexford Line.</i> <i>Waterford, Dungarvon, and Lismore, and Fermoy and Lismore Lines.</i>
175,694	2,211,464	1,357,215	316,692	290,611	1,963,258	11,951	129,330	4,265,475	TOTAL.

* Including receipts for carriage of mail by steamboats belonging to the Companies.

Table X. (continued).—Showing LENGTH OF LINE, TRAFFIC, &c.

YEAR ENDED 31st DECEMBER, 1907.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH, INCLUDING SIDINGS IN EQUIVALENT OF SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers Conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class, (including Parliamentary).	TOTAL.
LIGHT RAILWAYS AUTHORIZED UNDER THE								
Miles.								
<i>Albury and Town Extension to Claremorris.</i>				Worked by the Great Southern and Western.				
<i>Ballinacorney and Timoleague Junction.</i>				See Timoleague and Courtmacsherry Extension, &c.				
<i>Ballinrobe and Clontarf, &c.</i>				Worked by the Midland Great Western of Ireland.				
<i>Beestbrook and Newry Tramway (Electric).</i>				See below under Electric Railways.				
<i>Carrickfergus Harbour Junction.</i>	—	1	1	1	—	—	—	—
<i>Carra and Leitrim, Limited. Return for the year ended 31st October, 1907.</i>	—	49	49	55	6,064	—	91,227	97,291
<i>Clogher Valley Railway. Return for the year ended 30th September, 1907.</i>	—	37	37	40	9,532	—	100,990	110,522
<i>Cork and Muskerry.</i>	—	18	18	19	56,616	—	235,613	292,229
<i>Donoughmore Extension.</i>	—	9	9	9	1,917	—	44,774	46,691
<i>Loughrea and Altona.</i>				Worked by the Midland Great Western of Ireland.				
<i>Sahull and Skibbereen Tramway and Light Railway (including Skibbereen Extension).</i>	—	14	14	16	1,295	—	65,075	66,370
<i>South Clare, Limited.</i>				Worked by the West Clare Limited.				
<i>Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.</i>	—	9	9	10	1,960	—	34,929	36,889
<i>Trillick and Dingle.</i>	—	37	37	38	4,465	—	62,247	66,712
<i>West Clare, Limited. Return for the year ended 31st October, 1907 (including the "South Clare," Limited).</i>	—	53	53	57	20,628	—	198,296	218,924
TOTAL.	—	227	227	242	106,590	—	808,196	914,786
LIGHT RAILWAY WORKED								
<i>Beestbrook and Newry Tramway.</i>	—	3	3	3	1,635	70,267	67,262	144,501
TOTAL, Light Railways, Ireland.	—	230	230	245	108,225	70,267	805,458	1,083,147
GRAND TOTAL, IRELAND.	603	2,669	3,272	4,641	1,411,968	3,345,528	85,083,691	90,722,587

RECEIPTS, &c., of IRISH RAILWAYS in 1907.

RECEIPT WHERE OTHERWISE STATED.

Portion of Vertical Traction-equivalent Miles in Annual Tables.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

	Tons.	Tons.				
—	9,148	—	—	576	576	<i>Athlery and Tinn Extension to Clonsilla.</i>
28	14,008	24,583	Mixed.	104,600		<i>Ballinacorney and Tinslagan Junction.</i>
2	8,612	17,630	Mixed.	94,787		<i>Ballinacorney and Clonsilla.</i>
26	5,023	15,023	Mixed.	87,227		<i>Bessbrook and Newry Tramway (Electric).</i>
9	1,668	4,838	Mixed.	26,182		<i>Carriekfergus Harbour Junction.</i>
5	—	7,744	24,600	2,721	27,221	<i>Cavan and Leitrim, Limited.</i>
—	12,945	6,712	Mixed.	31,300		<i>Glogher Valley Railway.</i>
13	531	12,960	Mixed.	70,964		<i>Cork and Muskerry.</i>
33	10,505	20,105	Mixed.	222,634		<i>Donoughmore Extension.</i>
						<i>Leopards and Abbeey.</i>
						<i>Schoff and Skibberoon Tramway and Light Railway.</i>
						<i>South Clare, Limited.</i>
						<i>Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.</i>
						<i>Trillick and Dingle.</i>
						<i>West Clare, Limited.</i>
174	61,335	120,461	24,500	2,297	(a) 631,681	TOTAL.

BY ELECTRICAL POWER.

13	11,069	—	Mixed.	23,122		<i>Bessbrook and Newry Tramway.</i>
194	12,434	120,461	24,500	2,297	(b) 631,681	TOTAL, Light Railways, Ireland.
10,505	3,034,715	4,032,383	12,231,664	5,372,620	(c) 18,740,788	GRAND TOTAL, IRELAND.

(continued on next page.)

(a) Includes 573,681 miles run by mixed trains.
 (b) Includes 607,296 miles run by mixed trains.
 (c) Includes 1,137,136 miles run by mixed trains.

Table X. (continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1907.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS.						GROSS Earnings, Fares, Carriage, Horse, &c.
	RECEIPTS FROM PASSENGERS.						
	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.		
LIGHT RAILWAYS AUTHORIZED UNDER THE							
	£	£	£	£	£	£	
<i>Albany and Tonn Extension to Clonsilla,</i>	<i>Worked by the Great Southern and Western.</i>						
<i>Ballinacorney and Timoleague Junction,</i>	<i>See Timoleague and Courtmacsherry Extension, &c.</i>						
<i>Ballinacorney and Clonsilla,</i>	<i>Worked by the Midland Great Western of Ireland.</i>						
<i>Bosbrook and Newry Tramway (Electric),</i>	<i>See below under Electric Railways.</i>						
<i>Currickbeggs Harbour Junction,</i>	—	—	—	—	—	—	
<i>Cavan and Leitrim, Limited. (Return for the year ended 31st October, 1907).</i>	441	—	3,183	89	3,633	656	
<i>Clogher Valley Railway. (Return for the year ended 30th September, 1907).</i>	471	—	2,865	8	3,344	559	
<i>Cork and Muskerry,</i>	1,538	—	4,457	211	6,246	617	
<i>Donoughmore Extension,</i>	31	—	751	21	773	106	
<i>Laughree and Athyney,</i>	<i>Worked by the Midland Great Western of Ireland.</i>						
<i>Schull and Skibbereen Tramway and Light Railway (including Skibbereen Extension).</i>	162	—	1,326	18	1,490	128	
<i>South Clare, Limited,</i>	<i>Worked by the West Clare, Limited.</i>						
<i>Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.</i>	173	—	491	—	664	102	
<i>Trillick and Dingle,</i>	429	—	3,300	63	3,761	479	
<i>West Clare, Limited. (Return for the year ended 31st October, 1907, including the "South Clare," Limited).</i>	2,351	—	8,552	130	11,033	980	
TOTAL.	5,396	—	24,794	549	30,849	3,255	
LIGHT RAILWAY WORKED							
<i>Bosbrook and Newry Tramway,</i>	18	588	152	23	781	—	
Total Light Railways, Ireland.	5,414	588	24,946	563	31,061	3,255	
GRAND TOTAL, IRELAND.	107,387	222,932	1,376,790	32,932	1,739,061	323,175	

RECEIPTS, &c., OF IRISH RAILWAYS IN 1907.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.					Receipts from Steam-boats, Canals, Harbours, Docks, &c.	Miscellaneous Receipts, Tolls, Hotels, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.					
TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.										
£	£	£	£	£	£	£	£	£		
—	—	—	—	433	133	7	—	140		Athlone and Tullamore Extension to Claremorris.
45	4,348	4,727	1,766	1,434	7,947	—	26	12,315		Ballinacorney and Timoleague Junction.
99	5,933	3,512	285	914	4,711	—	107	8,797		Ballinacorney and Claremorris.
—	6,833	2,035	416	390	2,831	—	162	9,895		Bessbrook and Newry Tramway (Electric).
—	873	463	95	86	613	—	30	1,545		Carrickfergus Harbour Junction.
—	1,026	1,401	442	—	1,843	—	—	3,372		Cavan and Leitrim, Ltd.
21	780	708	99	246	1,114	—	45	1,945		Clogher Valley Railway.
435	4,706	2,008	681	96	3,790	—	15	3,421		Cork and Muskerry.
1,201	12,990	5,460	1,525	857	8,248	—	70	23,317		Dounglass Extension.
102	34,040	21,344	5,582	4,166	31,172	7	452	67,671		Leighlin and Athlone.
—	—	—	—	—	—	—	—	—		Schull and Skibbereen Tramway and Light Railway.
—	—	—	—	—	—	—	—	—		South Clare Limited.
—	—	—	—	—	—	—	—	—		Timoleague and Courtmacsherry Extension.
—	—	—	—	—	—	—	—	—		and Ballinacorney and Timoleague Junction.
—	—	—	—	—	—	—	—	—		Trillick and Dingle.
—	—	—	—	—	—	—	—	—		West Clare, Limited.
—	—	—	—	—	—	—	—	—		TOTAL.
1	783	—	—	871	371	—	56	1,718		Bessbrook and Newry Tramway.
1,622	20,328	21,341	5,562	5,040	32,045	7	508	62,389		Total Light Railways, Ireland.
33,505	62,368,222	1,268,580	321,154	264,261	1,843,261	11,468	120,558	4,334,832		GRAND TOTAL, IRELAND.

* Including receipts for carriage of mails by steamboats belonging to the Companies.

Table XI.—Showing WORKING EXPENDITURE, NET RECEIPTS.

YEAR ENDED 31ST DECEMBER, 1951

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st December, 1951.	WORKING			
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines.)	Repairs and Renewals of Carriages and Waggonage	Trade Expenses (Coal, Oil, and Merchandise.)
	Ft. in.	Miles.	£	£	£	£
Ballycastle,	3 6	16	1,498	1,502	313	963
Bantry Extension	Worked by the Cork, Brandon, and South Coast.					
Belfast and County Down, (including the "Downpatrick, Killough, and Ardglass.")	5 3	80	15,035	14,305	8,834	24,114
City of Dublin Junction,	Worked by the Dublin and South Eastern.					
Clewelly Extension	Worked by the Cork, Brandon, and South Coast.					
Cork and Macroom Direct,	5 3	25	2,175	2,187	785	3,241
Cork, Brandon, and South Coast, (including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clewelly Extension," and "Ilom Valley.")	5 3	95	12,550	10,661	5,316	13,314
Cork, Blackrock, and Passage,	3 0	16	966	3,362	305	2,561
County Donegal Railways Joint Committee, (including the "Dunegal and Killybegs" and the "Stranorlar and Glenties.")	3 0	51	7,181	7,375	443	6,172
Dublin and Kingstown,	Worked by the Dublin and South Eastern.					
Dublin and South Eastern, (including the "City of Dublin Junction," "Dublin and Kingstown," and "Wicklow Trunkways.")	5 3	101	30,378	32,135	14,167	44,908
Dundalk, Newry, and Greenore,	5 3	36	3,717	4,785	1,504	8,411
Great Northern of Ireland,	5 3	512	121,836	100,083	29,868	151,381
Great Southern and Western of Ireland, (including the "Athy and Trillick Extension to Clonsilla," "Cloghney and Clonsilla," "Headford and Kenmare," "Kilgeriff and Valentia," "Southern," "Tralee and Fermoy," also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Finguard and Rosslare Railways and Harbours Company.")	5 3	1,121	205,408	205,051	62,036	210,595

ROLLING STOCK OF IRISH RAILWAYS IN 1907.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.											NAME OF COMPANY.
General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Act, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenses (not included in the foregoing).		
£	£	£	£	£	£	£	£	£	£		
388	98	—	—	18	38	—	2	—	38	Ballycastle.	
										<i>Railway Extension.</i>	
6,276	2,982	—	25	345	—	43	70	3,947	17,396	Belfast and County Down.	
										<i>City of Dublin Junction.</i>	
										<i>Workshop Extension.</i>	
1,663	727	—	—	35	—	4	22	—	—	Cork and Marazion Direct.	
2,680	2,218	—	94	237	114	35	162	—	736	Cork, Brandon, and South Coast.	
1,465	415	—	2	24	—	3	20	5,345	(a) 719	Cork, Blackrock, and Passage.	
1,638	567	—	—	84	—	24	14	—	(b) 136	County Donegal Railways Joint Committee.	
										<i>Dublin and Kingstown.</i>	
1,672	16,580	—	45	540	1,255	309	1,838	—	1,684	Dublin and South Eastern.	
675	343	—	10	219	50	324	147	—	5,560	Dundalk, Newry, and Greenore.	
20,748	30,292	—	211	2,331	1,438	1,786	2,732	—	24,275	Great Northern of Ireland.	
1,728	10,364	—	222	3,095	2,115	4,075	5,903	(c) 1,906	964	Great Southern and Western of Ireland.	

(continued on next page)

(a) Includes £680 for Hire Purchase of Rolling Stock.

(b) Credit.

(c) Cost of Queenstown Tender.

Table XI.—(continued).—Showing WORKING EXPENDITURE,

YEAR ENDED 31ST DECEMBER, 1906

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
Ballycastle,	£ 4,739	£ 6,392	£ 1,652	76
Bantry Extension,	Worked by the "Cork, Bandeen, and South Coast."			
Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.")	196,425	168,747	64,322	62
City of Dublin Junction,	Worked by the Dublin and South Eastern.			
Clonsilla Extension,	Worked by the Cork, Bandeen, and South Coast.			
Cork and Macroom Direct,	10,231	19,111	8,880	54
Cork, Bandeen, and South Coast, (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clonsilla Extension," and "Lee Valley.")	56,114	95,897	41,783	86
Cork, Blackrock, and Passage,	15,510	21,596	6,086	72
County Donegal Railways Joint Committee, (Including the "Donagall and Killybegs" and the "Stranorlar and Glenties.")	23,064	30,935	7,004	77
Dublin and Kingsdown,	Lent to the Dublin and South Eastern.			
Dublin and South Eastern (Including the "City of Dublin Junction," "Dublin and Kingsdown," and "Wicklow Tram- ways.")	176,176	299,704	116,928	61
Dundalk, Newry, and Greenore,	25,545	25,030	1,625 Deficiency.	—
Great Northern of Ireland,	586,699	1,071,440	474,741	86
Great Southern and Western of Ireland, (Including the "Athenry and Tuam Extension to Claremorris," "Collooney and Claremorris," "Headford, and Kenmare," "Killeglin and Valentia," "Southern," "Tralee and Fenit," also the "Waterford and Fermoy" and "Wex- ford and Rosslare" sections of the "Fish- guard and Rosslare Railways and Harbour Company.")	874,187	1,657,738	583,551	60

NET RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1907.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1907.								NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGGONS, TRUCKS, &c.							
	RAIL MOTOR CARRIAGES		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
	Steam.	Electric.						
No.	No.	No.	No.	No.	No.	No.	No.	
3	—	—	13	3	89	—	74	Ballycastle.
								<i>Railway Extension.</i>
20	3	—	153	19	625	37	837	Belfast and County Down
								<i>City of Dublin Junction.</i>
								<i>Classical Extension.</i>
4	—	—	25	2	199	3	139	Cork and Macroom Direct.
20	—	—	45	16	394	20	478	Cork, Beandon, and South Coast.
4	—	—	23	—	21	—	54	Cork, Blackrock, and Passage.
17	—	—	56	11	220	18	315	County Donegal Railway.
								<i>Dublin and Kingstown.</i>
60	—	—	229	13	979	17	1,239	Dublin and South Eastern.
6	—	—	15	11	106	5	237	Dundalk, Newry, and Greenore
162	7	—	(a) 360	302	4,036	175	5,337	Great Northern of Ireland.
383	1	—	329	262	6,679	282	7,914	Great Southern and Western of Ireland.

(a) Includes 11 Electric Tram Cars.

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1907

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles, open on 31st December, 1907.	WORKING			
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coupling and Merchandise).
	Ft. In.	Miles.	£	£	£	£
<i>Ben Valley,</i>	<i>Worked by the Cork, Boston, and South Coast.</i>					
<i>Letterkenny,</i>	<i>Worked by the Londonderry and Lough Swilly.</i>					
<i>Lisdown and Ballybunion,</i>	(a)	9	764	868	164	343
<i>Londonderry and Lough Swilly (including the "Burtownport Extension," "Oscarburgh Extension," and "Letterkenny.")</i>	3 0	10	6,320	9,190	965	6,339
<i>Midland Great Western of Ireland. (Including the "Achill Extension," "Ballinacorney and Kesh," "Ballinacorney and Claremorris," "Galway and Clifden," "Loughrea and Athymon," and "Westport and Malinbeg.")</i>	5 3	428	83,718	122,579	19,380	80,687
<i>Midland (Northern Counties Committee). Northern Counties Section, (including the "Linsavady and Dungiven," to the 30th June.)</i>	5 3	264	22,646	72,270	20,328	62,636
<i>Ballymena and Larne and Quinagall Branches of the Midland (Northern Counties).</i>	3 0	43				
<i>Londonderry and Strabane Section,</i>	3 0	14				
	—	263				
<i>Sligo, Leitrim, and Northern Counties, . . .</i>	5 3	63	5,874	7,505	2,433	3,608
<i>Southern,</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Trales and Frait,</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Waterford and Tramore,</i>	5 3	7	603	1,189	202	700
<i>Waterford and Wexford Line,</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.</i>						
TOTAL,	—	3,132	371,579	786,216	167,622	631,616

(a) The Lisdown and Ballybunion line is constructed with a single elevated rail.

(1) Voted in the Midland under Act of 7 Edw. VII. ch. 130

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1907.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.										NAME OF COMPANY.
General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Churches, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's service.	Compensation to Employees under the Workmen's Compensation Act, 1897 and 1905.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenses (not included in the foregoing).	
£	£	£	£	£	£	£	£	£	£	
										<i>Don Valley.</i>
										<i>Letterkenny.</i>
304	16	—	—	25	—	—	10	—	—	Lisdown and Ballybunion.
1,364	218	—	11	169	29	87	1,164	—	—	Londonderry and Lough Swilly.
15,554	15,205	—	340	130	306	1,365	2,834	9,686	—	Midland Great Western of Ireland.
12,690	8,434	—	71	808	3,070	328	754	—	20,171	Midland (Northern Counties Committee).
1,968	167	—	—	77	—	118	19	—	1,975	Sligo, Leitrim, & Northern Counties.
										<i>Southern.</i>
										<i>Trillick and Fintona.</i>
387	161	—	5	19	—	—	—	—	—	Waterford and Tramore.
The railways are part of the "Fishguard and Rosslare" Railways and Harbours Company's Undertakings.										Waterford and Wexford Line
										Waterford, Dungarvan and Lismore, and Fermoy and Lismore Lines.
106,018	123,930	—	1,829	8,600	9,025	8,503	15,897	20,453	78,224	TOTAL.

(continued on next page.)

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31st DECEMBER, 1900.

NAME OF COMPANY,	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
	£	£	£	
<i>Iles Valley,</i>	<i>Worked by the Cork, Brandon, and South Coast.</i>			
<i>Lettistown,</i>	<i>Worked by the Londonderry and Lough Swilly.</i>			
Listowel and Ballybunion,*	2,378	2,261	127 Deficiency.	—
Londonderry and Lough Swilly (including the "Barrington Extension"), "Carndomagh Extension" and "Letterkenny,"	26,796	40,318	13,522	66
Midland Great Western of Ireland, (Including the "Achill Extension," "Ballinacorney and Killybeg," "Ballinacorney and Claremorris," "Galway and Clifden," "Longhena and Attymon," and "Westport and Mullacorney.")	302,560	617,118	314,558	39
Midland (Northern Counties Committee) Northern Counties Section (Including the "Limavady and Dungiven," to the 30th June.)	261,240	334,036	122,816	68
Ballymena and Larne and Oshenduff Branches of the Midland (Northern Counties). Londonderry and Strabane Section,				
Sligo, Leitrim, and Northern Counties,	23,048	28,322	5,274	83
<i>Southern,</i>	<i>Worked by the Great Southern and Western.</i>			
<i>Trillick and Fintona,</i>	<i>Worked by the Great Southern and Western.</i>			
Waterford and Tramore,	3,335	7,213	3,878	46
Waterford and Wexford Line,	<i>Worked by the Great Southern and Western</i>			
Waterford, Dungarvan, and Lismore, and Peryass and Lismore Lines.				
TOTAL,	2,661,668	4,285,473	1,760,815	66

* The Listowel and Ballybunion Line is constructed with a single elevated rail.

† Vested in the Midland under Act of Edw. VII. ch. 120.

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1907.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1907.								NAME OF COMPANY.
CARRIAGES, WAGGONS, TRUCKS, &c.								
Locomotives.	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
	Steam.	Electric.						
No.	No.	No.	No.	No.	No.	No.	No.	
								<i>Ben Valley.</i>
								<i>Letterkenny.</i>
3	—	—	13	—	24	2	39	Listowel and Ballyvaughan
16	—	—	36	12	248	5	301	Londonderry and Lough Swilly.
139	—	—	196	205	2,934	184	3,417	Midland Great Western of Ireland.
77	2	—	211	143	2,204	75	2,765	Midland (Northern Counties Committee).
11	—	—	18	13	182	—	213	Sligo, Leitrim, and Northern Counties.
								<i>Southern.</i>
								<i>Trains and Expt.</i>
4	—	—	17	1	9	2	29	Waterford and Tramore.
The railways are part of the "Fishguard and Barmore" Railways and Harbours Company's Undertakings.								Waterford and Wexford Lines.
								Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines
538	13	—	1,955	1,172	10,124	265	23,569	TOTAL.

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1907.

NAME OF COMPANY.	Gauge of Line.	Length of Line open on 31st December, 1907.	WORKING				
			Maintenance of Way, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.
LIGHT RAILWAYS AUTHORIZED UNDER							
Athlery and Tuam Extension to Clonsilla, .			Worked by the Great Southern and Western,				
Ballinacorney and Timoleague Junction, .			See Timoleague and Courtmacsherry Extension, &c.				
Ballinacorney and Clonsilla,			Worked by the Midland Great Western of Ireland.				
Bombrook and Newry Tramway (Electric),			See below under Electric Railways.				
Cartikfergus Harbour Junction,	5 3	1	34	49	—	10	33
Cavan and Leitrim—Return for the year ending 31st October, 1907.	3 0	49	2,416	3,746	684	2,945	747
Clogher Valley Railway—Return for the year ending 30th September, 1907.	3 0	37	2,036	3,037	729	1,799	772
Cork and Muscherry,	3 0	18	1,039	2,704	389	1,880	674
Dessaughamore Extension,	3 0	9	397	721	78	325	132
Loughrea and Allynan,			Worked by the Midland Great Western of Ireland.				
Schull and Skibbereen Tramway and Light Railway (including "Skibbereen Extension.")	3 0	14	1,299	1,486	856	735	399
South Clare, Limited,			Worked by the West Clare, Limited.				
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.	5 3	9	546	1,083	114	427	246
Trillick and Dingle,	3 0	37	2,428	4,416	744	2,328	484
West Clare, Limited—Return for the year ending 31st October, 1907 (including the "South Clare," Limited).	3 0	63	4,657	6,629	1,775	4,292	1,299
TOTAL.	—	227	15,694	23,917	5,355	14,549	5,333
LIGHT RAILWAY WORKED							
Bombrook and Newry Tramway,	3 0	3	126	174	93	964	377
TOTAL LIGHT RAILWAYS—IRELAND,	—	230	15,740	24,091	5,399	15,133	5,690
GRAND TOTAL—IRELAND, (a)	—	3,362	387,339	510,347	173,921	646,567	141,703

(a) The following Statement shows the length of line at each gauge open in Ireland in the year 1907:—

Gauge.	Length.	Ft. in.	
		3 0	5 3
		Miles.	Miles.
		304	2,349

* Exclusive of the Linstowel and Ballybunion Railway, nine miles in length, constructed on a single elevated rail.

DEPTS, and ROLLING STOCK of IRISH RAILWAYS in 1907.

BY WHERE OTHERWISE STATED.

NATURE.

Government Duty.	Passenger Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants.	Compensation to Em- ployees under the Work- men's Compensation Act, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not in- cluded in the foregoing).	NAME OF COMPANY.
TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.								
—	—	—	—	—	—	—	—	<i>Albany and Tawn Extension to Clonsilla.</i>
—	—	—	—	—	—	—	—	<i>Ballinacorney and Timoleague Junction.</i>
—	—	—	—	—	—	—	—	<i>Ballinacorney and Clonsilla.</i>
—	—	—	—	—	—	—	—	<i>Beestbrook and Newry Tramway (Electric).</i>
—	—	—	—	—	—	—	—	<i>Carriekfergus Harbour Junction.</i>
—	—	—	—	—	—	—	—	<i>Chavan and Leitrim.</i>
—	—	—	—	—	—	—	—	<i>Clogher Valley Railway.</i>
—	—	—	—	—	—	—	—	<i>Cork and Muskerry.</i>
—	—	—	—	—	—	—	—	<i>Donoughmore Extension.</i>
—	—	—	—	—	—	—	—	<i>Loughrea and Moy.</i>
—	—	—	—	—	—	—	—	<i>Schull and Skibbereen Tramway and Light Railway.</i>
—	—	—	—	—	—	—	—	<i>South Clare, Limited.</i>
—	—	—	—	—	—	—	—	<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.</i>
—	—	—	—	—	—	—	—	<i>Trillick and Dingle.</i>
—	—	—	—	—	—	—	—	<i>West Clare, Limited.</i>
—	—	—	—	—	—	—	—	TOTAL.
—	—	—	—	—	—	—	—	TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.
—	—	—	—	—	—	—	—	<i>Beestbrook and Newry Tramway.</i>
—	—	—	—	—	—	—	—	TOTAL LIGHT RAILWAYS—IRELAND.
—	—	—	—	—	—	—	—	GRAND TOTAL—IRELAND.

ELECTRICAL POWER.

—	—	—	—	—	—	—	—	<i>Beestbrook and Newry Tramway.</i>
—	—	—	—	—	—	—	—	TOTAL LIGHT RAILWAYS—IRELAND.
—	—	—	—	—	—	—	—	GRAND TOTAL—IRELAND.

[Continued on next page.]

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1907.

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
LIGHT RAILWAYS AUTHORISED UNDER				
	£	£	£	
<i>Athy and Thom Extension to Clonsilla,</i>	<i>Worked by the Great Southern and Western.</i>			
<i>Ballinacorney and Timoleague Junction,</i>	<i>See Timoleague and Courtmacsherry Extension, &c.</i>			
<i>Ballinacorney and Clonsilla,</i>	<i>Worked by the Midland Great Western of Ireland.</i>			
<i>Beestbrook and Newry Tramway (Electric),</i>	<i>See below under Electric Railways.</i>			
<i>Carriekfergus Harbour Junction,</i>	154	140	14	—
<i>Cavan and Leitrim, Ltd.—Return for the year ending 31st October, 1907,</i>	10,376	12,315	Deficiency, 1,939	88
<i>Clogher Valley Railway—Return for the year ending 30th September, 1907,</i>	9,240	8,757	Deficiency, 483	—
<i>Cook and Muskerri,</i>	1,386	9,856	2,461	76
<i>Doneghmore Extension,</i>	1,075	1,545	470	—
<i>Loughrea and Attymon,</i>	<i>Worked by the Midland Great Western of Ireland.</i>			
<i>Schull and Skibberreen Tramway and Light Railway (Including "Skibberreen Extension").</i>	4,838	3,378	Deficiency, 1,461	—
<i>South Clare, Limited,</i>	<i>Worked by the West Clare, Limited.</i>			
<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.</i>	2,512	1,968	Deficiency, 544	—
<i>Trillick and Dingle,</i>	10,578	8,621	Deficiency, 1,957	—
<i>West Clare, Limited—Return for the year ending 31st October, 1907 (including the "South Clare, Limited)."</i>	19,751	21,317	Deficiency, 1,566	93
TOTAL,	64,894	67,671	777	99
LIGHT RAILWAY WORKED				
<i>Beestbrook and Newry Tramway,</i>	1,471	1,718	247	82
TOTAL LIGHT RAILWAYS—IRELAND,	63,323	65,953	1,024	99
GRAND TOTAL—IRELAND,	2,633,033	4,334,862	1,791,829	61

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS in 1907.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1907.								NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGGONS, TRUCKS, &c.							
	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
	Steam.	Electric.						
THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.								
No.	No.	No.	No.	No.	No.	No.	No.	
—	—	—	—	—	—	—	—	Athlone and Tullin Extension to Clonsilla.
9	—	—	12	12	130	5	166	Brillinscarthy and Timoleague Junction.
6	—	—	13	7	97	—	117	Ballinrobe and Clonsilla.
7	—	—	19	8	56	—	83	Beestbrook and Newry Tramway (Electric).
1	—	—	2	1	12	—	15	Carriekfergus Harbour Junction.
4	—	—	7	4	44	4	59	Cavan and Leitrim, Ltd.
3	—	—	4	—	20	—	24	Ogish Valley Railway.
7	—	—	20	—	77	—	97	Cork and Muskerry.
10	—	—	27	7	121	12	167	Doneaghmore Extension.
47	—	—	104	20	563	22	728	Loughrea and Athlone.
								Schull and Skibbereen Tramway and Light Railway.
								South Clare, Limited.
								Timoleague and Courtmacsherry Extension and Brillinscarthy and Timoleague Junction.
								Trillick and Dingle.
								West Clare, Limited.
								TOTAL.
BY ELECTRICAL POWER.								
—	—	2	1	2	19	—	24	Beestbrook and Newry Tramway.
47	—	2	105	41	582	22	739	TOTAL LIGHT RAILWAYS—IRELAND.
885	13	2	2,000	1,213	20,406	917	24,341	GRAND TOTAL, IRELAND.

Table XII.—Showing the EQUIVALENT NUMBER OF ANNUAL TICKETS issued from IRISH RAILWAYS, and the RECEIPTS therefrom in 1907.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets)	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets)	TOTAL.
Ballycastle,	—	—	8	8	—	—	24	24
Belfast and County Down,	569	1,274	—	2,443	5,389	12,677	—	18,066
Cork and Macroom Direct,	10	—	54	64	65	—	222	287
Cork, Brandon, and South Coast, . .	12	21	119	152	149	204	283	1,327
(Including leased and worked lines, for names of which see p. 36.)								
Cork, Blackrock, and Passage, . . .	180	—	321	501	1,029	—	1,185	2,214
County Donegal Joint Committee, . .	—	2	12	14	—	15	69	84
Dublin and South Eastern	551	1,274	13	1,838	6,495	16,261	90	16,846
(Including leased and worked lines, for names of which see p. 36.)								
Dundalk, Newry, and Greenore, . . .	—	1	15	16	—	4	33	37
Great Northern of Ireland,	315	1,345	456	2,115	3,267	2,964	3,554	16,684
Great Southern & Western of Ireland, .	140	544	263	1,077	2,138	4,649	4,203	11,990
(Including leased and worked lines, for names of which see p. 36.)								
Lisallow and Ballyhutton,	1	—	2	3	5	—	26	31
Londonderry and Lough Swilly, . . .	8	14	95	117	85	121	416	622
(Including leased and worked lines, for names of which see p. 36.)								
Midland Great Western of Ireland, . .	41	249	53	343	734	2,379	492	3,605
(Including leased and worked lines, for names of which see p. 36.)								
Midland (N. Irish Counties Committee) .	212	273	913	1,413	2,975	2,993	6,038	16,736
(Including leased and worked lines, for names of which see p. 36.)								
Sligo, Leitrim, and Northern Counties, .	5	14	32	51	20	44	82	146
Waterford and Tramore,	65	—	15	80	599	—	192	691
TOTAL,	2,329	5,715	2,617	10,661	21,995	42,936	17,558	82,489
LIGHT RAILWAYS.								
Bessbrook and Newry Tramway, . . .	See below under Light Railway worked by Electrical Power.							
Carver and Leitrim, Limited,	8	—	20	28	40	—	49	89
Clogher Valley Railway,	1	—	1	2	6	—	2	8
Cork and Muskerry,	8	—	48	56	32	—	159	211
Donoughmore Extension,	—	—	2	2	—	—	21	21
Skull and Skibbereen Tramway and Light Railway,	—	—	5	5	—	—	18	18
Timoleague and Courtmacsherry Extension, and Rahinacathry and Timoleague Junction,	No Season Tickets issued							
Trillick and Dingle,	3	—	40	43	13	—	45	63
West Clare (including the South Clare, Limited),	15	—	18	33	71	—	59	130
LIGHT RAILWAY WORKED BY ELECTRICAL POWER.								
Bessbrook and Newry Tramway	—	18	—	18	—	23	—	23
TOTAL, IRELAND,	2,164	5,733	2,653	10,550	22,092	42,969	17,911	83,022

Table XIII.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, THE LIGHT RAILWAYS (IRELAND) ACT, 1893, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised at 31st December, 1907, under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked, or are to be worked.

Name of Railway.	Length of Line.	Working Railway Company.
	Miles.	
Achill Extension,	8½	Midland Great Western of Ireland.
Ballina and Killala,	8	Midland Great Western of Ireland.
Baltimore and Skibberreen,	7½	Cork, Bandon, and South Coast.
Bantry Bay Extension,	2	Cork, Bandon, and South Coast.
Buncrana and Carndonagh,	18½	Londonderry and Lough Swilly.
Claremorris and Swineford,	17½	Great Southern & Western of Ireland.
Collooney and Swineford,	29½	Great Southern & Western of Ireland.
Donegal and Killybegs,	19	County Donegal Joint Committee.
Downpatrick, Killough, & Ardglass,	8	Belfast and County Down.
Galway and Clifden,	49	Midland Great Western of Ireland.
Headford and Kenmare,	19½	Great Southern & Western of Ireland.
Killorglin and Valentia,	26½	Great Southern & Western of Ireland.
Letterkenny and Burtonport,	49½	Londonderry and Lough Swilly.
Stranorlar and Glenties,	24½	County Donegal Joint Committee.
Westport and Mallaranny,	18	Midland Great Western of Ireland.

NEW RAILWAY COMPANY INCORPORATED UNDER ACT OF PARLIAMENT
IN THE YEAR 1907.

Collooney, Ballina and Belmullet Railways and Piers.

AMALGAMATION OF RAILWAY CO. UNDER ACT OF PARLIAMENT PASSED
IN THE YEAR 1907

Linavady and Dungiven—Vested in Midland under Act of 7 Edw. VII. c. 130.

NAME CHANGED UNDER ACT OF PARLIAMENT IN THE YEAR 1907.

Dublin, Wicklow and Wexford—Name changed to Dublin South Eastern under Act of 6 Edw. VII. c. 81.

SHIPPING.

It appears from the following Table, (XIV.), that the yearly average tonnage of vessels in foreign trade* which were *entered* in the Ports of Ireland during the ten years 1897-1906 was 1,229,838 ; the highest tonnage was 1,545,102 in 1907, and the lowest 1,142,713, in 1900 ; in 1907 the tonnage (1,545,102) entered was 303,303 over the tonnage for 1906, and 315,264, or 25·6 per cent. above the average for the ten years 1897-1906. The average tonnage of vessels in the coasting trade entered in the Ports of Ireland during the decade 1897-1906, was 5,694,602; the tonnage entered in 1907 was 5,928,406, being 92,937 below that for the year 1906, and 233,804, or 4·1 per cent., more than the yearly average for the ten years 1897-1906.

The average tonnage of vessels in the foreign trade* *cleared*† during the ten years 1897-1906 was 484,465 ; the tonnage cleared† in 1907 was 759,732, being 275,267, or 56·8 per cent., over the average, and 328,711 over the tonnage for 1906. The average tonnage of vessels in the coasting trade cleared during the ten years 1897-1906 was 4,458,743 ; in 1907 the tonnage was 4,752,633, being 293,890, or 6·6 per cent., more than the average for the decade 1897-1906, but 89,474 below the tonnage for 1906.

Table XV., on page 64, shows, for each of the Ports in Ireland, the number and tonnage of vessels entered and cleared during the year 1907.

* Some of the vessels only partially discharged or loaded their cargoes.
See Table XV.

† See note (*) on page 63.

Table XIV.—Showing, for each of the Years 1897–1907, the Tonnage of Vessels Entered and Cleared in the Ports of Ireland; and the Averages for the Ten Years 1897–1906.

Years.	Exports.				Clearance.			
	Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).		Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).	
	Tonnage.	Increase.	Decrease.	Tonnage.	Increase.	Decrease.	Tonnage.	Decrease.
1897.	1,236,721	153,632	—	5,736,018	52,374	—	572,828	4,335,582
1898.	1,145,623	—	91,076	5,709,108	—	26,910	525,838	4,436,295
1899.	1,192,251	46,628	—	5,072,707	—	36,351	402,415	4,435,733
1900.	1,142,713	—	49,538	5,405,692	—	207,005	531,915	4,401,805
1901.	1,189,567	46,854	—	5,472,897	7,115	—	464,139	4,296,153
1902.	1,312,711	123,144	—	5,384,523	111,716	—	428,772	35,367
1903.	1,347,904	35,193	—	5,655,562	81,039	—	405,436	4,386,030
1904.	1,317,265	—	30,630	5,783,961	118,399	—	402,791	4,350,877
1905.	1,171,827	—	145,438	5,834,245	50,264	—	479,494	4,496,235
1906.	1,241,799	69,972	—	6,021,343	187,098	—	431,021	4,004,611
Average, 1897–1906.	1,229,838	—	—	5,694,002	—	—	484,465	4,842,107
1907.	1,545,102	Increase compared with Average. 315,264	—	5,928,406	Increase compared with Average. 233,804	—	759,732	Increase compared with Average. 293,890
								4,752,633

* Vessels in foreign trade leaving the Ports of Ireland, n ballast unless bonded stores have been taken on board for any other Port in the United Kingdom are not cleared.

Table XV.—A Return showing the Number and Tonnage of Vessels Entered and Cleared in the Ports of Ireland, together with the Number and Tonnage of such Vessels which only partially Discharged or Loaded their Cargoes during the Year ended 31st December, 1907.

NAME OF PORT.	NUMBER and TONNAGE of VESSELS Entered and Cleared.										NUMBER and TONNAGE of VESSELS which only partially Discharged or Loaded their Cargoes. (Foreign & Trade only.)			
	ENTERED.					CLEARED.					Inwards.		Outwards.	
	Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).			Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).						
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Belfast, ..	449	518,843	8,945	2,001,048	217	386,186	6,331	1,557,348	189	173,828	26	132,357		
Cork, ..	187	404,242	2,154	493,640	65	250,488	1,438	362,338	73	78,446	-	-		
Skibbereen, ..	3	589	282	34,151	1	78	89	11,100	-	-	-	-		
Trillick, ..	42	28,101	291	51,975	9	3,153	54	10,217	17	10,972	-	-		
Dublin, ..	370	353,747	7,134	1,500,420	74	70,702	4,065	1,175,229	205	190,255	34	24,763		
Drogheda, ..	11	5,403	426	61,431	-	-	319	57,775	-	-	-	-		
Galway, ..	14	8,440	165	28,184	11	11,952	74	14,421	1	1,581	-	-		
Sligo, ..	33	31,482	537	66,519	6	3,111	385	45,345	7	2,114	-	-		
Westport, ..	8	2,054	321	34,349	1	181	276	36,810	5	1,530	-	-		
Limerick, ..	88	88,383	453	96,865	26	24,776	280	64,100	19	9,527	4	1,445		
Londonderry, ..	43	42,882	1,555	290,218	5	1,972	962	223,488	-	-	-	-		
Coleraine, ..	3	540	537	40,035	2	333	401	31,888	-	-	-	-		
Newry, ..	12	18,125	1,578	203,671	6	1,543	972	154,022	1	1,312	-	-		
Dundalk, ..	4	1,928	791	84,361	-	-	381	49,800	-	-	-	-		
Waterford, ..	42	43,828	1,665	406,871	16	4,143	1,180	345,407	3	4,335	-	-		
Wexford, ..	4	710	1,253	522,409	3	476	993	514,346	-	-	-	-		
New Ross, ..	3	805	139	11,259	5	898	114	9,342	-	-	-	-		
Total, ..	1,318	1,545,102	28,216	5,928,406	447	739,732	18,754	4,752,633	530	473,900	64	158,565		

* Statistics of Coasting trade not available for these columns.

In conclusion, I beg to state that the Department are much indebted to the Authorities of the various Joint Stock Banks of Ireland, and of the Post Office Savings Banks Department; the Comptroller-General of the National Debt Office; the Governor of the Bank of Ireland; the Chairmen and Directors of the several Railway Companies; the Board of Trade; and the Board of Customs; for the valuable information which they afforded in connection with the compilation of the Statistics in this Report.

I have the honour to be,

SIR,

Your obedient Servant,

W. G. S. ADAMS,

*Superintendent of Statistics
and Intelligence Branch.*

DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND,
UPPER MERRION STREET,
Dublin, 26th November, 1908.

DUBLIN CASTLE,

4th December, 1908.

SIR,

I have to acknowledge the receipt of your letter of the 30th ult., forwarding, for submission to His Excellency the Lord Lieutenant, the Report on the Banking, Railway, and Shipping Statistics of Ireland, for the half-year ended the 30th June, 1908.

I am,

SIR,

Your obedient Servant,

E. O'FARRELL.

The Secretary,

Department of Agriculture

and Technical Instruction

for Ireland.

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